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Canada Grain Commission for Canada
Board of

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. JAMES MALCOLM

DEPUTY MINISTER
F. C. T. O'HARA

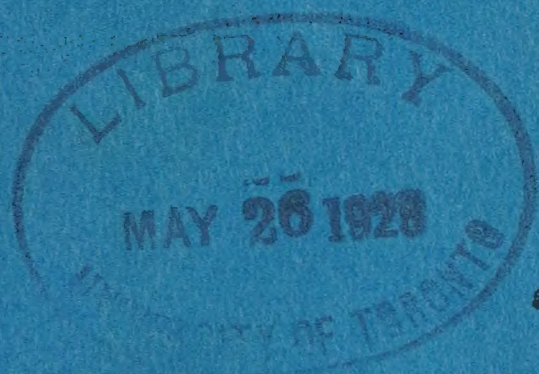
ANNUAL REPORT

OF THE

Board of Grain Commissioners for Canada

FOR THE CROP YEAR ENDED AUGUST 31,

1927



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

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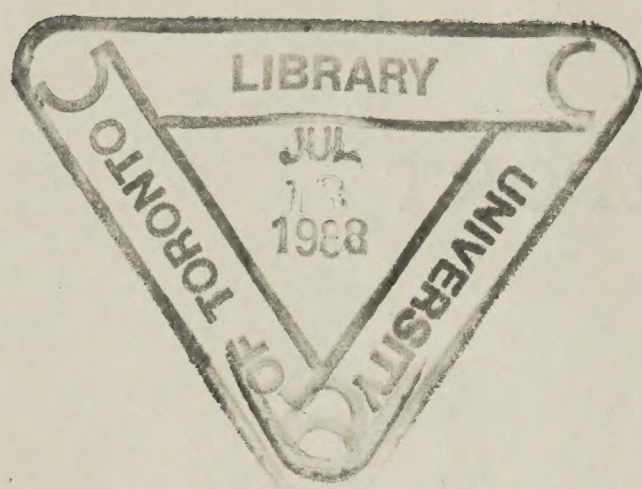


TABLE OF CONTENTS

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., January 30, 1928.

The Hon. JAMES MALCOLM, M.P.,
Minister of Trade and Commerce,
Ottawa, Canada.

SIR,—We have the honour to submit the following report as required by section 15, chapter 33, 15-16 George V, "An Act respecting Grain."

Your obedient servants,

LESLIE H. BOYD,
Chief Commissioner.

M. SNOW,
Grain Commissioner.

JAMES ROBINSON,
Grain Commissioner.

F. J. RATHBONE,
Secretary.

TABLE OF CONTENTS

	PAGE
CHAPTER I	
Standards, Survey and Appeal Boards—	
Part I. Grain Standards Boards.....	5
Part II. Grain Survey Boards.....	9
Part III. Boards of Grain Appeal.....	9
CHAPTER II	
Report of the Chief Inspector.....	10
CHAPTER III	
Report of the Registrar.....	13
CHAPTER IV	
Report of the Chief Weighmaster.....	13
CHAPTER V	
Reports—	
(a) Licensing and Bonding.....	21
(b) Loading Platforms.....	24
(c) Cars out of turn.....	24
(d) Complaints.....	24
CHAPTER VI	
Elevator Tariffs—	
Tariff—Terminal Elevators, 1927-28.....	24
“ Government Interior Terminal Elevators, 1927-28.....	27
“ Country Elevators, 1927-28.....	29
“ Vancouver, B.C., 1927-28.....	33
“ Government Elevator, Halifax, N.S., 1927-28.....	35
CHAPTER VII	
Official Weigh-up, 1927.....	37
CHAPTER VIII	
Sessions held by the Board.....	38
CHAPTER IX	
Revenue and Expenditure.....	39
CHAPTER X	
Report of the Grain Research Laboratory.....	42

CHAPTER I

STANDARDS, SURVEY AND APPEAL BOARDS

PART I—THE GRAIN STANDARDS BOARD

1. *Western*.—K. Campbell, Vancouver, B.C. (Chairman); C. S. Langille (Vice-Chairman), Winnipeg, Man.; R. M. Mahoney, Winnipeg, Man.; T. J. Harrison, Winnipeg, Man.; Geo. Serls, Winnipeg, Man.; H. Sellers, Winnipeg, Man.; Jas. Carson, Winnipeg, Man.; W. A. Matheson, Winnipeg, Man.; C. N. Bell, Secretary, Winnipeg, Man.; Samuel Larcombe, Birtle, Man.; Donald MacRae, Regina, Sask.; Hon. C. M. Hamilton, Regina, Sask.; A. E. Wilson, Indian Head, Sask.; W. J. Rutherford, Saskatoon, Sask.; J. H. Robson, Leney, Sask.; J. Wellbelove, Estan, Sask.; T. O. King, Raymond, Alta.; W. H. Fairfield, Lethbridge, Alta.; Geo. Bennett, Manville, Alta.; J. Gillespie, Edmonton, Alta.; R. A. Thompson, Lynden, Ont.; C. B. Watts, Toronto, Ont.; H. Sellers, Fort William, Ont.; R. E. Lee, Vancouver, B.C.; Wm. Mohler, Strome, Alta.; W. W. Cumming, Calgary, Alta.

2. *Eastern*.—Toronto: John Carrick, H. H. Goode, F. W. Hay, A. O. Hogg, R. I. Braiden, H. L. Rice, C. B. Watts, M. Doherty, S. Hisey, C. W. Band, Murray Brown, T. D. Duncombe; F. D. Tolchard, Secretary.

Montreal: H. D. Dwyer, N. Wight, E. S. Jaques, A. G. Burton, A. A. Bowen, W. MacDonald; H. C. Beatty, Secretary.

GRAIN STANDARDS BOARD

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS BOARD HELD DECEMBER 1, 1926

Present: N. Wight, Chairman; H. D. Dwyer, E. S. Jaques, Wm. McDonald.

The board fixed the standards for the following grade of United States and Canadian barley, samples of which were deposited with the Chief Inspector and myself:—

No. 2 Export.

The meeting adjourned.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS BOARD HELD MAY 11, 1927

Present: N. Wight, Chairman; A. Geo. Burton and Wm. McDonald.

The board fixed the standards for the following grades of United States grain, samples of which were deposited with the Chief Inspector and myself:—

No 2 White Clipped Oats (38 pound Winchester).

No. 3 White Clipped Oats (36 pound Winchester).

The meeting then adjourned.

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD MAY 12, 1927

Present: N. Wight, Chairman; A. Geo. Burton, E. S. Jaques, and Wm. McDonald.

The Board fixed the standard for the following grade of United States grain, samples of which were deposited with the Chief Inspector and myself:—

No. 1 Northern Spring Wheat subject to one per cent dockage.
The meeting adjourned.

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD JUNE 13, 1927

Present: N. Wight, Chairman; A. Geo. Burton, H. D. Dwyer, and E. S. Jaques.

The Board fixed the standard for the following grade of United States grain, samples of which were deposited with the Chief Inspector and myself:—

No. 1 Rye Western.
The meeting adjourned.

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD JUNE 13, 1927

Present: N. Wight, Chairman; A. Geo. Burton, H. D. Dwyer, and E. S. Jaques.

The Board fixed the standard for the following grade of United States grain, samples of which were deposited with the Chief Inspector and myself:—

No. 2 Northern Spring Wheat.
The meeting adjourned.

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD AUGUST 23, 1927

Present: N. Wight, Chairman; H. D. Dwyer, W. McDonald, and E. S. Jaques.

The Board fixed the standard for the following grades of United States grain, samples of which were deposited with the Chief Inspector and myself:—

No. 1 Hard Winter Wheat.
No. 2 Hard Winter Wheat.
The meeting adjourned.

MONTREAL, P.Q.,
August 27, 1927.

F. J. RATHBONE, Esq.,
Secretary, Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—With reference to my letter of the 23rd instant, I beg to advise you that the standard of No. 2 Hard Winter Wheat made on that day is only a temporary standard.

(Sgd.) H. C. BEATTY,
Secretary.

TORONTO, ONT.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD NOVEMBER 5; 1926

11 a.m.

Present: Messrs. R. I. Braiden, Murray Brown, Jno. Carrick, Hon. M. W. Doherty, H. H. Goode, S. Hisey, H. L. Rice, C. B. Watts and Mr. G. H. Hogg, representing Mr. A. O. Hogg; Messrs. A. A. Bowen and W. J. MacNeill, Grain Inspectors; and Messrs. Norman Campbell and R. Barber, representing the milling interests, by invitation.

Chairman.—On motion, Mr. Jno. Carrick was appointed chairman of the meeting.

Minutes.—The minutes of the meeting of the Grain Standards Board, held October 16, 1925, were read and confirmed.

Commercial Grades.—Samples of wheat collected from various parts of the province of Ontario were examined, with a view to setting the commercial grades of grain for the season 1926-27.

Moved by Mr. C. B. Watts and seconded by Mr. H. L. Rice, that the Grain Standards Board set a standard for No. 1 Commercial Wheat for sprouts.

An amendment was moved by Mr. Murray Brown and seconded by Mr. H. H. Goode that the Grain Standards Board set one standard for No. 1 Commercial Wheat for both sprouts and smut, which will represent the crop and be acceptable to the millers.

The amendment was carried by five votes to two, and the original motion declared lost.

On motion, Messrs. A. A. Bowen and W. J. MacNeill, Grain Inspectors, were requested to prepare a sample in accordance with the resolution adopted.

The meeting adjourned until 3 p.m. to enable the Standard sample to be prepared.

At 3 p.m. the meeting of the Grain Standards Board was reconvened, with the following members in attendance:—

Messrs. R. I. Braiden, Murray Brown, Jno. Carrick, H. H. Goode, S. Hisey, A. O. Hogg, H. L. Rice, C. B. Watts; and Messrs. A. A. Bowen and W. J. MacNeill, grain inspectors; Messrs. Norman Campbell and R. Barber, representing the millers, by invitation.

The sample of No. 1 Commercial Wheat for sprouts and smut, as prepared by the Grain Inspectors, was examined.

Moved by Mr. S. Hisey and seconded by Mr. A. O. Hogg, that the sample as prepared by Messrs. A. A. Bowen and W. J. MacNeill, Grain Inspectors, and submitted to the Grain Standards Board, be accepted as No. 1 Commercial Wheat which shall be either red, white or mixed winter or spring wheat, reasonably clean, shall weigh not less than 56 pounds to the bushel, shall allow a maximum of 10 per cent sprouted grain, and shall not contain a greater percentage of smut than the standard sample.—Carried.

The meeting then adjourned.

F. D. TOLCHARD,
Secretary.

JNO. CARRICK,
Chairman.

WINNIPEG, MAN.

COPY OF THE MINUTES OF THE MEETING OF THE WESTERN GRAIN STANDARDS
BOARD HELD OCTOBER 24 AND 25, 1927

Present: Mr. K. Campbell, Vancouver; Mr. C. S. Langille, Winnipeg; Mr. D. D. Young, Winnipeg; Mr. R. M. Mahoney, Winnipeg; Prof. T. J. Harrison, Winnipeg; Mr. Samuel Larcombe, Birtle, Man.; Mr. Donald MacRae, Regina, Sask.; Mr. A. E. Wilson, Indian Head, Sask.; Hon. C. M. Hamilton, Regina, Sask.; Mr. J. H. Robson, Leney, Sask.; Mr. J. Wellbelove, Eston, Sask.; Mr. T. O. King, Raymond, Alta.; Mr. W. H. Fairfield, Lethbridge, Alta.; Mr. Geo. Serls, Winnipeg; Mr. Geo. Bennett, Manville, Alta.; Mr. J. Gillespie, Edmonton, Alta.; Mr. C. B. Watts, Toronto, Ont.; Mr. H. Sellers, Fort William, Ont.; Mr. H. Sellers, Winnipeg; Mr. Wm. Mohler, Strome, Alta.; Mr. Willard W. Cumming, Calgary, Alta.; Mr. Jas. Carson, Winnipeg; Mr. W. A. Matheson, Winnipeg; and Mr. C. N. Bell, Secretary, Winnipeg.

When the meeting opened, Mr. K. Campbell was elected chairman and Mr. C. S. Langille vice-chairman.

The minutes of the meeting of the board held October 26, 1926, were read and confirmed. Moved by Mr. D. MacRae and seconded by Mr. A. E. Wilson,—

“Resolved that this Board recommends to the Board of Grain Commissioners that the grades of wheat now known as ‘No Grade Tough’ be divided each into two classes, to be known as ‘Tough A’ and ‘Tough B’; ‘Tough A’ to include samples containing between 14.5 per cent and 15.6 per cent moisture, and ‘Tough B’ to include wheat containing between 15.6 per cent and 17 per cent moisture.”—Carried.

Moved by Mr. W. H. Fairfield and seconded by Mr. A. E. Wilson,—

“Resolved that two sets of commercial grades be established, i.e., Nos. 4, 5 and 6 regular due to frost, and Nos. 4, 5 and 6 special due to rust.”—Motion lost.

Moved by Hon. C. M. Hamilton and seconded by Mr. T. O. King,—

“That this Board recommend to the Board of Grain Commissioners that they take under their consideration the advisability of raising the moisture test of tough wheat from the present 14.5 per cent to 15 per cent.”—Motion lost.

After viewing the grain samples collected by the Chief Grain Inspector as material for the selection of Commercial Grades Standards, the meeting adjourned until the following day at 9 a.m.

October 25, 1927.

The members resumed consideration of the grain samples submitted by the Chief Grain Inspector, and during the day selected standards for Commercial Grades of wheat Nos. 4, 5 and 6. The following resolutions were then passed:—

1st. "That all barley not good enough to grade as No. 4 be graded as "Feed," in the discretion of the inspector."

2nd. "That all wheat not good enough to grade as No. 6, be graded "Feed" in the discretion of the inspector."

3rd. "A committee be, and is hereby appointed under the provisions of the Canada Grain Act, to meet, and if it proves to be necessary on account of climatic conditions, to select and establish other commercial grades of grain, the members of this committee to be the chairman, vice-chairman, and all members of this board resident in Winnipeg."

The meeting then closed.

C. N. BELL,
Secretary.

PART II—GRAIN SURVEY BOARDS

1. *Toronto*.—D. Plewes, John Carrick, D. O. Ellis, A. O. Hogg, H. H. Goode, D. A. Campbell, S. Hisey, C. B. Watts, R. I. Braiden, C. W. Band, Murray Brown; F. D. Tolchard, Secretary.

2. *Montreal*.—C. B. Esdaile, A. G. Burton, Alfred Chaplin, Jos. Quintal, J. M. Vittie, Robert Hume, H. C. Beatty, Secretary.

REPORTS OF THE SURVEY BOARDS FOR THE YEAR ENDED AUGUST 31, 1927

	Number of Surveys Held	Number of Surveys Raised	Number of Surveys Lowered	Number of Surveys Sustained
Montreal.....	13	5	Nil	8
Toronto.....	Nil	Nil	Nil	Nil

PART III—BOARDS OF GRAIN APPEAL

1. *Winnipeg*.—Geo. Serls, Chairman; R. C. Steele, P. V. Wright, Walter Duncan, Alfred E. Moore, R. M. Mahoney, Jas. McMahon, S. C. Swanton, A. Thompson; C. N. Bell, Secretary.

2. *Calgary*.—Geo. Hill, Chairman; W. McLeod, S. J. Ewing, Arthur Pier-son, J. A. Harris, E. J. Munson, C. W. Roenisch, D. L. McLean, Willard W. Cumming; D. O. McHugh, Secretary.

3. *Edmonton*.—C. R. Manahan, Chairman; W. H. Boyle, L. T. Ingram, F. J. Wolfe, Clyde C. Gillies, R. H. Settle, A. Fraser, R. M. Mahoney, J. W. Allen; John Blue, Secretary.

REPORTS OF THE APPEAL BOARDS FOR THE YEAR ENDED AUGUST 31, 1927

	Number of Appeals Held	Number of Appeals Raised	Number of Appeals Lowered	Number of Appeals Sustained
Winnipeg.....	1,501	142	22	1,337
Calgary.....	938	249	30	659
Edmonton.....	1,245	334	11	900

CHAPTER II

REPORT OF MR. J. D. FRASER, CHIEF GRAIN INSPECTOR

The Secretary,
Board of Grain Commissioners,
Fort William, Ont.

WINNIPEG, MAN., October 29, 1927.

DEAR SIR,—Herewith is my annual report for crop year ending July 31, 1927.

WESTERN INSPECTION DIVISION

The crop year of 1926 promised well up to threshing time, but from then on our farmers experienced the worst weather conditions ever experienced in the Western Division at that season of the year. The rains were so frequent that it was impossible to get the grain dry in the stook. A few isolated districts escaped the rains in the early part of the season, and they were fortunate in getting some of their crop threshed in good condition, but about two-thirds of the whole crop had to be threshed when the grain was in a tough or damp state. The rain came early in the season when the weather was warm, which caused the grain to sprout and bleach badly, and caused a loss in many districts of from one to three grades. A loss was also sustained in yield at threshing, owing to the grain being tough or damp and sprouted, and being tailed over with the chaff and straw.

The results of the bad season show plainly in the itemized statement below, which shows that approximately 52 per cent of the wheat crop was graded as No Grade, and the percentage of No Grade coarse grain much higher.

On account of so much of the crop being out of condition, the costs of handling by the Inspection Department were materially increased, the tough and damp grain slowed up sampling on account of it being harder to probe, it slowed up and materially added to the work of grading, as each car load had to be considered as to its condition, independently of the grade and dockage. It increased the clerical work in many instances fifty to one hundred per cent and necessitated the employing of larger staffs in all departments.

Great quantities of damp and tough grain had to be dried to save it from spoiling, but with the wholehearted co-operation of all interests concerned in the handling of the crop, it was taken care of with very little loss from heating.

The total inspections for the crop year of 1926-27 in the Western Division amounted to 305,903 cars, as against 328,638 cars for the previous year.

The total inspections are made up as follows:—

August 1, 1926, to July 31, 1927—

	Cars		Cars
Wheat.....	253,601	Mixed grain.....	642
Oats.....	14,084	Buckwheat.....	32
Barley.....	27,298	Speltz.....	1
Flax.....	4,126	Corn.....	3
Rye.....	6,061	Screenings.....	55
Total.....			305,903

The grades of wheat show as follows:—

	Cars	Per cent.
1 Hard, 1 Northern, 2 Northern, 3 Northern.....	88,600	34.93
No. 4, 5 and No. 6.....	13,912	5.48
No Grade Tough or Damp.....	128,917	50.83
Other Grades.....	11,395	4.49
Amber Durum Wheat—Straight and No Grade.....	10,033	3.95
White Spring Wheat—Straight and No Grade.....	273	.10
Kota Wheat—Straight and No Grade.....	362	.14
Winter Wheat—Straight and No Grade.....	20	.02
Red Durum—Straight and No Grade.....	89	.06
	253,601	100.00

The grades of oats show as follows:—

	Cars	Per cent
No. 1, 2 and No. C. W. Oats.....	1,255	8.91
Ex. 1 Feed—1 Feed—2 Feed.....	1,810	12.85
No Grade Tough or Damp.....	10,928	77.59
Other grades.....	91	.65
	<u>14,084</u>	<u>100.0</u>

The grades of barley show as follows:

	Cars	Per cent
No. 3 Extra, No. 3 and 4 C.W.....	3,030	11.10
Feed and Rejected.....	1,084	3.97
No Grade Tough or Damp.....	23,152	84.81
Other grades.....	32	.12
	<u>27,298</u>	<u>100.0</u>

The grades of flaxseed show as follows:—

	Cars	Per cent
No. 1 N.W. and 2 C.W.....	1,341	32.50
No. 3 C.W.....	58	1.41
No Grade Tough or Damp.....	2,687	65.12
Other grades.....	40	.97
	<u>4,126</u>	<u>100.0</u>

The grades of rye show as follows:—

	Cars	Per Cent
No. 1, 2 and 3 C.W.....	1,843	30.41
No Grade Tough or Damp.....	4,067	67.10
Other grades.....	151	2.49
	<u>6,061</u>	<u>100.0</u>

Number of cars inspected at the various inspection points in the division were as follows:—

	Cars		Cars
Winnipeg.....	250,345	Medicine Hat.....	3,130
Calgary.....	21,070	Superior.....	1,614
Edmonton.....	19,209	Vancouver.....	890
Moose Jaw.....	5,776	Prince Rupert.....	181
Saskatoon.....	3,688		
Total.....			<u>305,903</u>

A reinspection was called on 52,479 cars, with results as follows:—

	Cars	Per cent
Left as graded.....	40,980	78.1
Grades raised.....	8,968	17.1
Grades lowered.....	781	1.5
Dockage raised.....	503	.1.0
Dockage lowered.....	1,247	2.3

An appeal was called at Winnipeg on 1,486 cars, with results as follows:—

	Cars	Per cent
Left as graded originally.....	1,321	88.9
Grades raised.....	141	9.5
Grades lowered.....	23	1.6
Dockage raised.....	1	—

An appeal was called at Calgary on 919 cars, with results as follows:—

	Cars	Per cent
Left as graded originally.....	643	69.9
Grades raised.....	173	18.9
Grades lowered.....	26	2.9
Dockage raised.....	22	2.3
Dockage lowered.....	55	6.0

An appeal was called at Edmonton on 1,240 cars, with results as follows:—

	Cars	Per cent
Left as graded originally.....	871	70·0
Grades raised.....	327	26·4
Grades lowered.....	9	1·0
Dockage raised.....	13	1·0
Dockage lowered.....	20	1·6

SHIPMENTS OF GRAIN FROM FORT WILLIAM, PORT ARTHUR, VANCOUVER AND PRINCE RUPERT, DURING THE CROP YEAR ENDING JULY 31, 1927

	Fort William and Port Arthur	Vancouver	Prince Rupert	Total
	bush.	bush.	bush.	bush.
Wheat.....	242,802,217	36,418,994	5,579,766	284,800,977
Oats.....	13,175,877	699,941	2,161	13,876,979
Barley.....	36,372,374	54,236		36,426,610
Rye.....	7,329,576	490		7,330,066
Flax.....	4,524,302	541		4,524,843
Mixed grain.....	397,775			397,775
	304,602,121	37,174,202	5,581,927	347,358,250

EASTERN INSPECTION DIVISION

RECEIPTS AND EXPENDITURES—YEAR ENDING AUGUST 31, 1927

	Montreal	Toronto	Total
Receipts—			
Inspection fees.....	\$ 72,420 07	\$ 1,225 00	\$ 73,645 07
Miscellaneous.....	13,517 97	542 02	14,059 99
	\$ 85,938 04	\$ 1,767 02	\$ 87,705 06
Expenditures—	Montreal	Toronto	Total
Salaries.....	\$ 26,991 17	\$ 7,415 00	\$ 34,406 17
Miscellaneous.....	3,865 40	1,202 66	5,068 06
	\$ 30,856 57	\$ 8,617 66	\$ 39,474 23

	Receipts	Expenditures		
Montreal.....	\$ 85,938 04	\$ 30,856 57	Surplus...	\$ 55,081 47
Toronto.....	1,767 02	8,617 66	Deficit...	6,850 64
	\$ 87,705 06	\$ 39,474 23	Surplus...	\$ 48,230 83
Less cost of Eastern Standards Board.....				339 73
Net surplus.....				\$ 47,891 10

Yours truly,
(Sgd.) JAS. D. FRASER,
Chief Inspector.

CHAPTER III

REPORT OF MR. W. T. TODD, DEPUTY REGISTRAR,

WINNIPEG, MAN., December 9, 1927.

F. J. RATHBONE, Esq.,
 Secretary, Board of Grain Commissioners,
 Fort William, Ont.

DEAR SIR,—I herewith submit a statement showing the work of the Registration Department for the crop year ended August 31, 1927:

TOTAL BUSHEL REGISTERED		TOTAL BUSHEL REGISTERED FOR CANCELLATION	
Wheat.....	268,776,366-50	Wheat.....	258,587,308-20
Oats.....	13,012,139-20	Oats.....	13,515,240-01
Barley.....	32,130,181-21	Barley.....	32,317,612-39
Flax.....	4,087,054-40	Flax.....	4,489,455-54
Rye.....	7,737,994-41	Rye.....	8,151,161-53
Mixed Grain.....	803,839-15	Mixed Grain.....	591,658-38
Corn.....	44,286-34	Corn.....	44,286-50

Yours truly,

(Sgd.) W. T. TODD,
Deputy Registrar.

CHAPTER IV

REPORT OF MR. J. G. WHITE, CHIEF WEIGHMASTER

The Secretary,
 Board of Grain Commissioners,
 Fort William, Ontario.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1927.

ELEVATORS

In my report for the crop year ending July 31, 1926, there was shown thirty-three (33) elevators with an approximate storage capacity of 62,975,000 bushels, in operation at Fort William and Port Arthur.

During the present crop year ending July 31, 1927, two elevators, viz., Wiley Lowe's and N. M. Paterson Companies, were destroyed by fire. Patersons have rebuilt a fully equipped modern concrete elevator of greatly increased capacity, which leaves thirty-two (32) elevators, six (6) public and twenty-six (26) private, in operation at the head of the lakes. The new elevator and extension to existing plants during the year has increased the storage by 5,260,000 bushels over last year, and with the further addition of a 5,500,000 bushel elevator nearing completion, gives a total storage capacity of seventy-one millions, seven hundred and five thousand (71,705,000) bushels, placing Fort William and Port Arthur at the head of grain storage and handling ports in America.

The handling and weighing equipment in the above elevators has been under constant supervision and the upkeep of the different plants has been good.

SCALES

Notwithstanding that some twenty-nine (29) scales have been withdrawn from use, there are still one hundred and eighty-three (183) scales, varying in capacity from six (6) tons up to seventy-five (75) tons, in constant use in the elevators at these ports, over which approximately sixteen million three hundred and seventy-five thousand (16,375,000) tons of grain have been weighed during the crop year under review.

As correct weight is the prime factor in Government weighing, it is imperative that scales be kept accurate and in first class condition, and those in the terminal elevators were subject to two stringent inspections a year and a special test whenever the accuracy of weights were questioned; together with the constant services of a scale mechanic, they have been kept in condition to meet the requirements for official weighing.

There are also seventy (70) scales in the Government elevators at Moose Jaw, Saskatoon, Calgary, Edmonton, Prince Rupert, and the terminal elevators at Vancouver, making two hundred and fifty-three (253) scales under my supervision, which have been inspected twice during the year. The semi-annual test was made to insure the continued accuracy of the scales and for which there is no charge. Under my authority as elevator scale inspector, the regular annual inspection was carried out, for which certificates of verification were issued and fees collected and remitted to the following district inspectors of weights and measures:—

Mr. J. B. Attridge, Winnipeg.....	\$ 2,019 90
Mr. E. B. Lorrimer, Regina.....	79 60
Mr. W. Wallace, Saskatoon.....	78 50
Mr. A. E. H. Cable, Calgary.....	78 60
Mr. J. McLeod, Edmonton.....	68 80
Mr. A. H. Dutton, Prince Rupert.....	60 00
Mr. A. H. Dutton, Vancouver.....	380 60
	<hr/>
	\$ 2,766 00

(See detailed statement attached)

EASTERN DIVISION SCALE INSPECTION

As elevator scale inspector for the Eastern Division, Mr. A. A. Bowen, inspector, Montreal, carried out the annual and semi-annual inspections of scales in the elevators at Goderich, Owen Sound, Port McNicol, Depot Harbour, Midland, Tiffin, Port Colborne, Peterborough, Montreal, Quebec, St. John, and Halifax.

WEIGHING STAFF

Number of outside men August 1, 1926.....	122
Number of office staff August 1, 1926.....	11
	<hr/>
	133
Transferred to Keewatin.....	1
Superannuated.....	1
Laid off December 31, 1926.....	9
	<hr/>
No extra men engaged in 1926.....	122
Re-engaged April 1, 1927.....	9
	<hr/>
At Fort William and Port Arthur, July 31, 1927.....	131
At Kenora.....	1
At Keewatin.....	3
At Winnipeg—new office staff.....	7
At Winnipeg—weighmen.....	16
At Winnipeg—seal and leak inspectors.....	28
At Portage La Prairie.....	2
At Moose Jaw.....	4
At Saskatoon.....	4
At Medicine Hat.....	4
At Calgary.....	9
At Edmonton.....	3
At Prince Rupert.....	2
At Vancouver.....	20
	<hr/>
Total number on weighing staff, August 1, 1927.....	234

Owing to the request from shippers and the trade for increased supervision over cars held for inspection at Winnipeg, a staff of seal and leak inspectors (temporary men) was engaged and crews organized to work in the railway yards at Winnipeg and Transcona. These men work on eight-hour shifts covering the twenty-four hours. Their duties are to keep a record of the seal numbers on all cars arriving and opened in the yards for sampling and inspection; also to keep a record of the reseal numbers after sampling and to hammer test and examine all cars in the trains for leaks or bad order, keeping a record showing particulars and location of leaks, all records being delivered to the weighmaster's office.

This work, together with the taking over of a large amount of related work previously handled by the inspection staff, necessitated the opening of a weighmaster's office in Winnipeg and the employment of seven Grade III clerks and a clerk-typist to handle the work.

SEAL AND LEAK INSPECTION

Herewith is a report showing the number of men employed in the seal and leak service from November 1, 1926, to July 31, 1927, the work performed and cost of same:—

	Average	Maximum	Amount
			\$
Nov. 1926—26 men 1st to 22nd, 38 men to 30th.....	29	38	3,459 00
Dec. 1926—32 men 1st to 10th, 26 men to 31st.....	28	32	3,447 00
Jan. 1927—26 men all month.....	26	26	3,207 00
Feb. 1927—26 men all month.....	26	26	2,648 50
Mar. 1927—26 men all month.....	26	26	3,055 50
Apr. 1927—26 men all month.....	26	26	2,730 00
May 1927—26 men all month.....	26	26	2,810 50
June 1927—26 men all month.....	26	26	2,706 00
July 1927—26 men all month.....	26	26	2,766 50
			26,830 00
2 clerks, Grade III, 5 months at \$105.00.....		\$ 1,050 00	
2 clerks, Grade III, 4 months at \$115.00.....		920 00	
			1,970 00
1 clerk typist half time, 5 months at \$105.00.....		\$ 262 50	
1 clerk typist half time, 4 months at \$115.00.....		230 00	
			492 50
Total cost.....			\$29,292 50

Cars inspected		Cars found leaking or defective	Per cent.
C.P.R. yards.....	94,230	19,074	20.2
C.N.R. yards.....	46,751	6,028	13.0
G.T.P. yards.....	21,451	3,394	16.0
Total.....	162,432	28,496	

Condition reports completed for the grain trade.....	21,522
Summary—	
Cars inspected.....	162,432
Cars defective.....	28,496
Condition reports.....	21,522
Total cost.....	\$29,292 50

The seal and leak service has been of material assistance to shippers in the collection of claims for shortages and has been fully appreciated by the trade.

WEIGHING

Following are the quantities which were weighed into and out of the elevators at Fort William and Port Arthur and western points during the crop year ending July 31, 1927:—

Receipts	Cars	Bushels
Cars.....	239,844	337,414,386
Shipments—rail.....	17,950	22,147,199
1271 cargoes—lake.....		296,231,566
Screenings—124,787 tons.		
Total Fort William—Port Arthur.....	257,794	655,793,051
At Kenora.....	2,465	3,465,790
“ Keewatin.....	6,576	9,245,856
“ Winnipeg.....	25,901	36,416,806
“ Portage La Prairie.....	1,480	2,080,880
“ Moose Jaw.....	5,541	7,790,646
“ Saskatoon.....	2,213	3,125,538
“ Medicine Hat.....	3,958	5,558,948
“ Calgary.....	9,508	13,498,848
“ Edmonton.....	1,132	1,591,592
Government Interiors—		
At Moose Jaw.....	2,475	3,636,669
“ Saskatoon.....	3,682	5,285,019
“ Calgary.....	5,393	8,250,438
“ Edmonton.....	5,870	7,819,225
At Prince Rupert Pool—		
Receipts.....	4,424	5,635,869
Ocean shipment—19 cargoes.....		5,595,938
Screenings, 478 tons.		
At Vancouver—		
Receipts.....	28,418	40,676,496
Shipments—rail.....	1,691	2,636,340
Screenings, 11,268 tons.....	319	
Ocean shipments.....		37,146,977
	368,840	855,310,926

CARS REPORTED LEAKING DURING CROP YEAR 1926-27

Month	C.P.R.	C.N.R.	Totals
1926—August.....	208	263	471
September.....	1,446	1,255	2,701
October.....	2,179	1,629	3,808
November.....	2,074	1,297	3,371
December.....	922	797	1,719
1927—January.....	765	319	1,084
February.....	556	203	759
March.....	816	388	1,204
April.....	1,126	740	1,866
May.....	881	953	1,834
June.....	566	442	1,008
July.....	1,234	1,050	2,284
	12,773	9,336	22,109

Cars transferred account of bad order.....	314
Summary—	
Via C.P.R.....	12,773
Via C.N.R.....	9,336
Total.....	22,109

REPORT OF DEFECTIVE SEALS FOR CROP YEAR AUGUST 1, 1926-JULY 31, 1927

Month	C.P.R.	C.N.R.	Total
1926—August.....	77	39	116
September.....	909	751	1,720
October.....	1,635	1,299	2,934
November.....	1,888	1,208	3,096
December.....	943	627	1,570
1927—January.....	424	269	693
February.....	286	202	488
March.....	223	155	378
April.....	378	249	627
May.....	236	456	692
June.....	79	190	269
July.....	251	232	483
	7,389	5,677	13,066

Summary—	
Via C.P.R.....	7,389
Via C.N.R.....	5,677
Total.....	13,066

SHORTAGES—CARS

Complaints of shortages and discrepancies in weights are not confined to the grain trade alone, but appear to be general between shippers and receivers of other commodities transported by rail, and although every effort is put forth to minimize complaints of shortages on grain, we still receive numerous claims for shortages on the outturn of cars between country points and terminals, the great majority of which would appear to be due to cars leaking.

During the crop year 1926 and 1927, 22,109 cars were reported leaking on arrival at the head of the lakes, and leak reports covering were sent out to the railways and shippers; these reports would be of material assistance to the latter in collecting claims, and as these claims would be placed direct with the railway companies, we would have no knowledge of the number of adjustments made on account of leaking cars.

Considering that there were over 368,000 cars of grain officially weighed in the crop year ending July 31, 1927, even with close supervision over the weighing, there is bound to be an occasional error in the unloading and elevating by elevator employees. These were comparatively few, and where detected at the time were adjusted, and it is just here that the value of loading cards (giving the loading weights) tacked on the grain doors, are shown, as from the card, the weighman knows what weight to expect and if there is a variation beyond normal, an investigation is at once made to find the cause, but where loading cards are not used, the weighman has no knowledge of the loading weight and a shortage could occur without being detected. It was no doubt due to this that adjustments had to be made on some twenty-one cars, amounting to 2,074 bushels, in addition to which a large number of complaints were investigated without finding any grounds for claim against the unloading elevators, but had apparently originated at country points or from causes outside the supervision of the weighing staff.

That terminal weights are reliable is shown conclusively by the use of shipping cards supplied to all elevators where government weighing is done, as approximately ten thousand (10,000) cars shipped and received under government weights at both ends, about half of which were between local terminal elevators, were handled with an average shortage of less than 40 pounds per car.

This being a fact, supervised weights at the terminals (excepting where investigation indicates an error) should be accepted in preference to unsupervised weights from country points.

SHORTAGES—VESSELS

On cargoes loaded at Fort William and Port Arthur during the crop year ending July 31, 1927, the outturns of those unloaded at Canadian ports reported shortages varying from 3 pounds to 57 pounds per 1,000 bushels on wheat, an average shortage of 21.8 pounds per 1,000 hushels, the average shortage on all grain being 23.7 pounds per 1,000 bushels, and on cargoes unloaded at American ports the average shortage reported on wheat was 10.3 pounds per 1,000 bushels and on all grain 30.7 pounds per 1,000 bushels.

It is significant that five Canadian bay port elevators unloaded over forty-four and a quarter million (44,255,558) bushels of wheat with an average reported shortage of only 7.3 pounds per 1,000 bushels, and that five other bay port and eastern elevators unloading over fifty million (50,112,589) bushels of wheat reported shortages averaging 32 pounds per 1,000 bushels, or four and a half times greater than the first five.

As the same supervision and care is exercised over the weighing and loading of all cargoes alike at the head of the lakes, if some unloading houses can report outturns so close to the loading weights, it is difficult to understand why there should be such an increase in the average of shortages as shown from other unloading houses.

Outturns received reported serious shortages on a number of cargoes, the records of weighing and loading of which were rechecked without finding any errors in weights or loading, and further investigation at the loading elevators failed to find any cause for the alleged shortages.

ANNUAL WEIGH-UP

The annual weigh-up or audit of grain in the public terminals at Fort William and Port Arthur was commenced on July 9, enabling some of the elevators to clean up the year's work before July 31, the end of the crop year. In others the stocks were so heavy that they were given the opportunity to reduce by shipment before being weighed up, so that the audit was not finished until September 10. There were approximately twelve and a half million (12,500,000) bushels weighed and transferred, and itemized statements of the correct quantities of each grade in store were prepared and forwarded to the board.

The inspection of scales, and annual weigh-up of all grain in store in the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton, Prince Rupert, and the public terminal elevators at Vancouver was made, commencing on July 12 and finished on August 6, and reports covering amounts and grades in store prepared and sent to the board.

ORGANIZATION

The weighing staff have carried out their duties efficiently, they have shown themselves competent and loyal to their superiors, and under the supervision of Mr. J. T. Hollingshead, Assistant Chief Weighmaster, at Fort William and Port Arthur; Mr. W. Adams, Weighmaster at Winnipeg; and Mr. S. M. Capon, Weighmaster at Vancouver, their work has given good satisfaction.

J. G. WHITE,
Chief Weighmaster.

REPORT OF SCALE INSPECTION IN ELEVATORS AT FORT WILLIAM AND PORT ARTHUR, YEAR 1927

GRAIN COMMISSION

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspections
		Bush.			Lbs.					\$ cts.	No charge	
Public Terminals—												
Northland "D"	1896	7,500,000	3 hoppers	Fairbanks	96,000	3	.....	1896	Annually....	36 00	Semi-annually..	1 special test.
"	1908	.....	4 hoppers	Gurney	96,000	4	.....	1908	Annually....	48 00	Semi-annually..	1 special test.
"	1908	.....	4 hoppers	Gurney	120,000	.....	4	1908	Annually....	48 00	Semi-annually..	1 special test.
"	1914	.....	5 hoppers	Gurney	60,000	.....	5	1914	Annually....	40 00	Semi-annually..	1 special test.
Ogilvie.	1908	2,000,000	2 hoppers	Fairbanks	30,000	2	.....	1908	Annually....	12 00	Semi-annually..	1 special test.
"	1908	.....	4 hoppers	Gurney	120,000	.....	4	1914	Annually....	48 00	Semi-annually..	1 special test.
Grand Trunk Pacific.	1910	5,750,000	10 hoppers	Gurney	120,000	5	5	1910	Annually....	120 00	Semi-annually..	1 special test.
Canadian Government	1913	3,250,000	10 hoppers	Fairbanks	120,000	5	5	1913	Annually....	120 00	Semi-annually..	1 special test.
"	.....	.....	1 automatic	Fairbanks	180	.....	.....	1918	Annually....	2 50	.....	.....
Wheat Pool No. 4	1917	6,425,000	8 hoppers	Gurney	120,000	4	4	1917	Annually....	96 00	Semi-annually..	.....
Wheat Pool No. 6	1920	7,500,000	9 hoppers	Fairbanks	120,000	5	4	1920	Annually....	108 00	Semi-annually..	.....
Private and Hospital—												
United Grain Growers "B"	1903	2,500,000	8 hoppers	Fairbanks	100,000	4	4	1903	Annually....	96 00	Semi-Annually..	1 special test.
"	1903	.....	2 hoppers	Fairbanks	72,000	2	.....	1903	Annually....	20 00	Semi-annually..	.....
Consolidated	1909	1,750,000	3 hoppers	Fairbanks	96,000	2	1	1909	Annually....	36 00	Semi-annually..	.....
2nd Unit.	1911	.....	3 hoppers	Gurney	120,000	2	1	1911	Annually....	36 00	Semi-annually..	.....
Empire.	1901	1,750,000	8 hoppers	Fairbanks	96,000	4	4	1904	Annually....	96 00	Semi-annually..	1 special test.
Thunder Bay	1908	1,500,000	3 hoppers	Fairbanks	96,000	3	.....	1908	Annually....	36 00	Semi-annually..	.....
"	.....	.....	3 hoppers	Fairbanks	120,000	.....	3	1908	Annually....	36 00	Semi-annually..	.....
Western Terminal	1907	2,850,000	3 hoppers	Fairbanks	96,000	2	1	1907	Annually....	36 00	Semi-annually..	1 special test.
2nd Unit.	1914	.....	4 hoppers	Fairbanks	120,000	2	2	1914	Annually....	48 00	Semi-annually..	1 special test.
3rd Unit.	1923	.....	4 hoppers	Fairbanks	120,000	2	2	1923	Annually....	48 00	Semi-annually..	.....
Fort William "F"	1913	1,750,000	6 hoppers	Gurney	96,000	6	.....	1913	Annually....	72 00	Semi-annually..	.....
"	1913	.....	3 hoppers	Gurney	120,000	.....	3	1913	Annually....	36 00	Semi-annually..	1 special test.
Paterson "K"	1913	50,000	1 hopper	Fairbanks	30,000	1	.....	1913	Annually....	6 00	Semi-annually..	.....
"	1913	.....	1 hopper	Fairbanks	42,000	.....	1	1913	Annually....	8 00	Semi-annually..	.....
"	1913	.....	1 automatic	Fairbanks	240	Bag	ger	1913	Annually....	2 30	Semi-annually..	.....
Western Grain Co.	1915	250,000	1 platform	Fairbanks	2,000	.....	.....	1913	Annually....	1 50	.....	.....
"	.....	.....	2 hoppers	Fairbanks	30,000	1	.....	1915	Annually....	12 00	Semi-annually..	1 special test.
Wheat Pool No. 2—Port Arthur.	1905	300,000	1 hopper	Fairbanks	96,000	S.	1	1916	Annually....	12 00	Semi-annually..	.....
" " New workhouse.	1923	325,000	1 hopper	Fairbanks	42,000	S.	& R.	1905	Annually....	8 00	Semi-annually..	1 special test.
Wheat Pool No. 3—Fort William.	1913	250,000	2 hoppers	Fairbanks	120,000	1	1	1923	Annually....	24 00	Semi-annually..	1 special test.
"	.....	.....	2 hoppers	Fairbanks	30,000	1	1	1913	Annually....	12 00	Semi-annually..	.....
"	.....	.....	1 platform	Howe	600	.....	.....	1914	Annually....	1 00	Semi-annually..	.....
"	.....	.....	1 automatic	B.S.&M.	180	.....	.....	1913	Annually....	2 35	.....	.....
McCabes.	1912	35,000	1 hopper	Richardson	12,000	Bag	ger	1913	Annually....	2 35	Semi-annually..	.....
Bole Grain Co.	1912	20,000	1 hopper	Fairbanks	12,000	S.	& R.	1912	Annually....	3 50	Semi-annually..	.....
"	.....	.....	1 platform	Gurney	600	S.	& R.	1912	Annually....	3 50	Semi-annually..	.....
"	.....	.....	1 automatic	B.S.&M.	180	.....	.....	1913	Annually....	1 00	.....	.....
"	.....	.....	1 automatic	Richardson	180	Bag	ger	1913	Annually....	2 55	.....	.....
National.	1916	60,000	1 hopper	Fairbanks	60,000	S.	& R.	1916	Annually....	8 00	Semi-annually..	1 special test.
Davidson Smith Feed Mill.	1918	85,000	1 track scale	Fairbanks	200,000	S.	& R.	1918	Annually....	20 00	Semi-annually..	.....
"	1918	.....	1 hopper	Gurney	30,000	1	.....	1918	Annually....	6 00	Semi-annually..	.....
Union Terminals	1916	1,100,000	2 hoppers	Gurney	96,000	1	1	1916	Annually....	24 00	Semi-annually..	1 special test.
"	.....	.....	1 hopper	Fairbanks	60,000	1	.....	1918	Annually....	8 00	Semi-annually..	.....
Electric.	1916	1,000,000	3 hoppers	Fairbanks	120,000	2	1	1916	Annually....	36 00	Semi-annually..	1 special test.
"	.....	.....	1 hopper	Gurney	84,000	1	.....	1926	Annually....	12 00	Semi-annually..	.....

CHAPTER V.

(A) REPORT OF LICENSING AND BONDING FOR THE SEASON OF 1926-27

During the license year of 1926-27, commencing September 1, 1926, and ending August 31, 1927, 260 firms and individuals applied for licenses as required by the provisions of the Canada Grain Act.

Four thousand six hundred and sixty-nine applications were received, an increase of 66 over the previous season. Twenty-three of the applications were withdrawn for various reasons, and four thousand six hundred and forty-six licenses were issued.

APPLICATIONS RECEIVED AND LICENSES ISSUED

Kind of License	Applications		Licenses issued
	Received	Withdrawn	
Track buyers.....	92	4	88
Commission merchants.....	100	5	95
Primary grain dealers.....	7	4	3
Public terminal elevators.....	14	.....	14
Private elevators.....	68	1	67
Public elevators.....	18	1	17
Manufacturing elevators.....	11	1	10
Elevator space.....	3	.....	3
Country elevators.....	4,356	7	4,349
	4,669	23	4,646

At August 31, 1927, there were 4,547 elevators in the Western Inspection Division, with a total storage capacity of 243,886,200 bushels, an increase since August 31, 1926, of 142 elevators, with increased storage of 4,667,640 bushels.

ELEVATOR STORAGE CAPACITY—WESTERN INSPECTION DIVISION—AS AT AUGUST 31, 1927

Kind of Elevator	Number of Elevator	Capacity
		Bushels
Country elevators.....	4,454	147,092,200
Public terminal elevators.....	15	53,525,000
Private elevators.....	68	40,492,000
Manufacturing elevators.....	10	2,777,000
	4,547	243,886,200

The records of the board show that 121 of the 4,454 country elevators, with an approximate storage capacity of 3,630,000, were not in operation at any time during the season.

Of the 15 public terminal elevators, 7 are located at the head of the lakes, with total storage capacity of 34,675,000 bushels; 5 at interior points, capacity 13,000,000 bushels; and 3 at Vancouver, with storage capacity of 5,850,000 bushels.

PUBLIC TERMINAL AND PRIVATE ELEVATORS IN THE WESTERN INSPECTION DIVISION, AS AT AUGUST 31, 1927

Location	Public Terminal Elevators		Private Elevators	
	No.	Capacity	No.	Capacity
Fort William.....	4	17,500,000	14	16,600,000
Port Arthur.....	3	17,175,000	11	12,725,000
	7	34,675,000	25	29,325,000
Interior points.....	5	13,000,000	34	8,847,000
Vancouver.....	3	5,850,000	8	1,070,000
Prince Rupert.....			1	1,250,000
	3	5,850,000	9	2,320,000
Totals.....	15	53,525,000	68	40,492,000

In the Eastern Inspection Division, the only elevators under the jurisdiction of the board are the public elevators, of which there are 25, with a total storage capacity of 41,310,000. Thirteen of these elevators are located in Ontario, with a capacity of 22,300,000 bushels; 7 at Montreal and Quebec, storage 15,310,000 bushels; and 5 at the Atlantic coast, in the Maritime Provinces, with storage capacity of 3,700,000 bushels.

The appended statements show:—

“ Licenses issued during the past sixteen years.”

“ Comparative summary of elevators, together with storage capacities, from 1911-12 to 1926-27.”

“ Summary of elevators in the Western and Eastern Inspection Divisions, as at August 31, 1927.”

STATEMENT SHOWING NUMBER AND KIND OF LICENSES ISSUED DURING THE SEASONS 1911-12 TO 1926-27

Kind	1926-1927	1925-1926	1924-1925	1923-1924	1922-1923	1921-1922	1920-1921	1919-1920	1918-1919	1917-1918	1916-1917	1915-1916	1914-1915	1913-1914	1912-1913	1911-1912
Country elevators and warehouses.....	4,349	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Public terminal elevators.....	14	21	11	9	12	11	12	17	17	17	15	13	13	14	*23	*34
Private elevators.....	67	64	63	60	32	29	25	17	18	20	21	19	18	13		
Public elevators.....	17	17	11	10	10	13	11	16	16	18	16	18	18	20		
Manufacturing elevators.....	10	10	12	11	9	14					1					
Elevator space.....	3	3	2	2	2					7	7	10	7	3	19	58
Track buyers.....	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.....	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Primary grain dealers.....	3	3	3	4	6	3	2									
Total number issued.....	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,666	3,379	2,924	2,830	2,546	2,271

*Licensed as Terminal Elevators.

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST SIXTEEN YEARS
(AS AT DECEMBER 1st)

License Year	Stations	Elevators	Warehouses	Capacity
1911-12.....	937	2,037	31	108,649,900
1912-13.....	1,048	2,319	37	127,224,550
1913-14.....	1,217	2,607	24	154,765,000
1914-15.....	1,247	2,813	28	168,624,000
1915-16.....	1,334	3,059	19	180,988,000
1916-17.....	1,400	3,360		193,844,000
1917-18.....	1,463	3,694		211,591,800
1918-19.....	1,484	3,777		221,279,984
1919-20.....	1,511	3,797		226,256,970
1920-21.....	1,542	3,855		231,213,620
1921-22.....	1,559	3,924		231,633,420
1922-23.....	1,578	4,020		238,107,420
1923-24.....	1,620	4,169		251,194,620
1924-25.....	1,704	4,324		269,900,620
1925-26.....	1,745	4,416		281,746,560
1926-27.....	1,798	4,558		284,818,200

SUMMARY OF ELEVATORS AND WAREHOUSES IN THE EASTERN AND WESTERN
INSPECTION DIVISIONS, (AS AT AUGUST 31, 1927)

Province	Stations	Elevators	Capacity
MANITOBA—			Bushels
Country elevators.....	380	671	20,603,800
Manufacturing elevators.....	2 (3)	4	1,342,000
Interior Public Terminal elevators.....	1	1	1,000,000
Private elevators.....	(3)	11	2,985,000
Total.....	383	687	25,930,800
SASKATCHEWAN—			
Country elevators.....	932	2,694	85,177,400
Manufacturing elevators.....	1	1	20,000
Interior Public Terminal Elevators.....	(2)	2	7,000,000
Private elevators.....	(3)	3	1,447,000
Total.....	933	2,700	93,644,400
ALBERTA—			
Country elevators.....	463	1,086	41,232,000
Manufacturing elevators.....	1 (2)	4	1,230,000
Interior Public Terminal elevators.....	(2)	2	5,000,000
Private elevators.....	1 (4)	15	2,555,000
Total.....	465	1,107	50,017,000
BRITISH COLUMBIA—			
Country elevators.....	2	2	39,000
Public Terminal elevators.....	(1)	3	5,850,000
Private elevators.....	3	11	2,430,000
Total.....	5	16	8,319,000
ONTARIO—			
Manufacturing elevators.....	1	1	185,000
Country elevators.....	1	1	40,000
Public Terminal elevators.....	(2)	7	34,675,000
Private elevators.....	2 (4)	28	31,075,000
Total.....	4	37	65,975,000
WESTERN DIVISION.....	1,790	4,547	243,886,200
ONTARIO—Public elevators.....	10	13	22,300,000
QUEBEC—Public elevators.....	2	7	15,310,000
NEW BRUNSWICK—Public elevators.....	2	3	2,200,000
NOVA SCOTIA—Public elevators.....	1	2	1,500,000
EASTERN DIVISION.....	15	25	41,310,000
Grand total.....	1,805	4,572	285,196,200

(B) LOADING PLATFORMS

During the season of 1926-27 the board dealt with a number of petitions for the erection and extension of grain loading platforms.

Upon recommendation of the board, a two-car platform was erected at Rock Creek on the Canadian Pacific Railway in British Columbia, and extensions were made at the following points:—

- Anderson Siding, Man., Canadian National Railway, extended to 4.
- Corning, Sask., Canadian National Railway, extended to 4.
- Fairview, Man., Canadian National Railway, extended to 5.

At March 1, 1927, there were 2,279 loading platforms in Western Canada, at which farmers could load grain, without putting such grain through country elevators, into 5,493 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA (AS AT MARCH 1, 1927)

Province	Number of platforms	Car capacity
Manitoba.....	645	1,687
Saskatchewan.....	1,029	2,570
Alberta.....	579	1,184
British Columbia.....	18	36
Ontario.....	8	16
	2,279	5,493

(C) CARS OUT OF TURN

By virtue of section 192 of the Canada Grain Act, the Board is accorded certain discretionary powers in connection with the supplying of cars for the shipment of grain at country points. During the year 1926-27 the board ordered six hundred and fifty (650) cars to be supplied out of turn for the relief of elevators in danger of collapse, for the shipment of seed grain, for grain urgently required for feeding and milling purposes, and for grain out of condition or insufficiently housed.

(D) COMPLAINTS

During the year ending August 31, 1927, the board dealt with four hundred and forty-one (441) complaints relating to inspection and weighing of grain, shipments ex country elevators, etc.

CHAPTER VI

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES AT FORT WILLIAM AND PORT ARTHUR TERMINALS

FOR THE YEAR ENDING AUGUST 31, 1928. EFFECTIVE SEPTEMBER 1, 1927

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925.

ELEVATION CHARGES

On straight grade, tough, damp, or wet grain, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days: Flax, 2 cents per bushel; rye, 1½ cents per bushel; wheat, oats and barley, 1¼ cents per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, for removal of dockage, other than commercial grain, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

“ 3 per cent to 5 per cent inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

“ $5\frac{1}{2}$ per cent to 10 per cent, one cent (1c.) per bushel.

“ over 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of other grain of commercial value, except flax, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On wheat carrying a return of flax, an additional separating charge computed on gross weight of car, two cents (2c.) per bushel.

reduced charges must apply to all grain received at such elevator during the crop year 1927-28.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from September 1, 1927.

BOARD OF GRAIN COMMISSIONERS FOR CANADA,

F. J. RATHBONE,

Secretary.

FORT WILLIAM, Ont., September 7, 1927.

MAXIMUM TARIFF CHARGES, GOVERNMENT INTERIOR TERMINAL ELEVATORS AT SASKATOON, MOOSE JAW, CALGARY AND EDMONTON

FOR THE YEAR ENDING AUGUST 31, 1928. EFFECTIVE SEPTEMBER 1, 1927

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925, and amendments thereto.

ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one cent, 1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract. Except that from November 1 to April 1 first tough grain will be received and stored under the terms and conditions applying to straight grade grain as provided in sections 130 to 139 Canada Grain Act.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one and one-half cents ($1\frac{1}{2}$ c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days, one and one-half ($1\frac{1}{2}$ c.) per bushel.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one sixtieth of one cent ($\frac{1}{60}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, when the dockage contains no other grain of commercial value, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

“ 3 per cent to 5 per cent inclusive, $\frac{1}{2}$ cent per bushel.

“ $5\frac{1}{2}$ per cent to 10 per cent inclusive, 1 cent per bushel.

“ over 10 per cent, $1\frac{1}{2}$ cents per bushel.

On wheat carrying a return of other grain of commercial value, except flax, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On wheat carrying a return of flax, an additional separation charge computed on gross weight of car, two cents (2c.) per bushel.

On oats, barley and rye, when the dockage contains no other grain of commercial value, there will be cleaning charges as follows:—

On all cars carrying a dockage of less than 5 per cent, no charge; 5 per cent to 10 per cent inclusive, 1 cent per bushel; over 10 per cent, $1\frac{1}{2}$ cents per bushel.

On oats, barley and rye carrying a return of flax, computed on gross weight of car, an additional separating charge of two cents (2c.) per bushel.

Flax cleaned from any other grain containing broken particles that cannot be separated shall be classified as “Flax and broken wheat.”

On flax, when the dockage contains no other grain of commercial value, there will be the following cleaning charges:—

On flax carrying a dockage of less than 5 per cent, no charge; from 5 per cent to 10 per cent inclusive, $1\frac{1}{2}$ cents per bushel; over 10 per cent, 2 cents per bushel.

On flax carrying a return of other grain of commercial value, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

DRYING CHARGES

On tough grain, three cents (3c) per bushel.

On damp or wet grain, five cents (5c) per bushel.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds
Oats.. . . .	50 ”
Barley.. . . .	50 ”
Flax.. . . .	56 ”
Rye.. . . .	56 ”
Mixed grain.. . . .	50 ”

ALL CHARGES

All charges for cleaning, drying or other treatments will be computed on gross weight for elevation and storage on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading car, five dollars (\$5) for each bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c) per sack will be made for unloading all sacked grain.

SACKING GRAIN

Sacking grain and loading to cars or other vehicles will be subject to rate agreed upon.

PREPARING CARS FOR LOADING

When paper is used in preparing cars there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time subject to the approval of the Board of Grain Commissioners.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from September 1, 1927.

BOARD OF GRAIN COMMISSIONERS FOR CANADA.

F. J. RATHBONE,
Secretary

FORT WILLIAM, Ont., September 16th, 1927.

COUNTRY ELEVATORS

MAXIMUM TARIFF OF CHARGES FOR LICENSED COUNTRY ELEVATORS FOR THE PERIOD ENDING AUGUST 31, 1928. EFFECTIVE SEPTEMBER 1, 1927

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of The Canada Grain Act, 1925, and amendments thereto.

Maximum Rates—Special Bin Grain.—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3c.) per bushel for flax, two and one-half cents (2½c.) per bushel for wheat, barley and rye, and one and three-quarter cents (1¾c.) per bushel for oats.

Graded Storage and Subject to Grade and Dockage Grain.—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track: no elevator shall charge more than three cents (3c.) per bushel for flax, two cents (2c.) per bushel for wheat, barley and rye and one and three-quarter cents (1¾c.) per bushel for oats. Storage not otherwise

provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

Cleaning.—The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2c.) per bushel.

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in the shrinkage table as authorized by the Governor in Council and declared to form part of the Tariff and Rules and Regulations for Country Elevators.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

Such shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

Dockage on Cash or Stored Grain.—No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

General.—When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow and ice, may be handled subject to agreement between the owner of the grain and the operator.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place, a diagram, to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge, or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered

warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

6. No license will be granted for the operation of any country elevator the agent or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after license has been granted, such license will be subject to immediate cancellation.

RULES AND REGULATIONS FOR HANDLING GRAIN FOR WHICH SPECIAL BIN OR
SUBJECT TO GRADE AND DOCKAGE TICKETS HAVE BEEN ISSUED, OR
WHERE THERE IS DISAGREEMENT AS TO GRADE AND DOCKAGE

1. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue the grade offered by the elevator owner or operator to the owner of the grain and the following words: "Subject to Inspector's Grade and Dockage."

2. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

3. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

4. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners, and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain. The warehouseman shall be the custodian of the receptacle and of the sample.

5. In the case of subject to grade and dockage grain, a fair and proper sample of at least 2 quarts shall then be drawn in the presence of the owner of the grain from such receptacle, and forwarded in a suitable receptacle properly tied and sealed, and marked "Subject to Inspector's Grade and Dockage" to the Chief Inspector of Grain, and shall be accompanied by a request in writing of either or both parties aforesaid that the Chief Inspector will examine the sample and report on the grade and dockage the grain is in his opinion entitled to, and would receive if shipped to a terminal point and subjected to an official inspection.

6. After receiving the inspector's judgment, showing the grade and dockage the elevator operator shall in the case of cash tickets make settlement on the basis of the grade and dockage given by the Chief Inspector, and shall, in the case of subject to grade and dockage tickets, issue graded storage tickets showing the grade and dockage as given by the Chief Inspector for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original subject to grade and dockage tickets, after which the grain shall be subject to the rules and regulations covering graded stored grain.

7. Notwithstanding any regulation provided in paragraphs five and six of these regulations, if the identity of the grain has been preserved even though Subject to Grade and Dockage tickets may have been issued therefor, if agreeable to the owner, the grain then may be handled in accordance with the provisions of the Canada Grain Act, and Rules and Regulations relating to the special binning of grain in country elevators.

8. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets: "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the Chief Inspector, it will still grade "tough, damp or wet."

9. If the elevator operator fails at any time to draw and preserve such sample in the manner stated herein, the owner or operator must account to the owner of the grain for the grade designated by the said owner.

10. When submitting samples of grain to the Chief Inspector, elevator operators must have such samples properly marked either "Special Bin or "Subject to Inspector's Grade and Dockage" as the case may be.

Authorized by Order in Council P.C. 1834.

Dated at Ottawa, September 24, 1927.

Approved by the Board of Grain Commissioners for Canada,

F. J. RATHBONE,
Secretary.

SHRINKAGE TABLE

Wheat, Flax and Rye				Oats			Barley		
Gross bushels	Gross weight in pounds		Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.	lbs.		lbs.	lbs.		lbs.	lbs.
Up to and including 25 bushels...	1,500	1,400	5	Up to and including 25 bushels.....	850	5	Up to and including 25 bushels.....	1,200	5
Over 25 bushels to 42 "	1,500 2,520	1,400 2,352	10	Over 25 bushels to 42 "	850 1,428	6	Over 25 bushels to 42 "	1,200 2,016	8
Over 42 " to 58 "	2,520 3,480	2,352 3,248	15	Over 42 " to 58 "	1,428 1,972	8	Over 42 " to 58 "	2,016 2,784	12
Over 58 " to 75 "	3,480 4,500	3,248 4,200	20	Over 58 " to 75 "	1,972 2,550	11	Over 58 " to 75 "	2,784 3,600	16
Over 75 " to 92 "	4,500 5,520	4,200 5,152	25	Over 75 " to 92 "	2,550 3,128	14	Over 75 " to 92 "	3,600 4,416	20
Over 92 " to 108 "	5,520 6,480	5,152 6,048	30	Over 92 " to 108 "	3,128 3,672	17	Over 92 " to 108 "	4,416 5,184	24
Over 108 " to 125 "	6,480 7,500	6,048 7,000	35	Over 108 " to 125 "	3,672 4,250	20	Over 108 " to 125 "	5,184 6,000	28
Over 125 " to 142 "	7,500 8,520	7,000 7,952	40	Over 125 " to 142 "	4,250 4,828	23	Over 125 " to 142 "	6,000 6,816	32
Over 142 " to 158 "	8,520 9,480	7,952 8,848	45	Over 142 " to 158 "	4,828 5,372	26	Over 142 " to 158 "	6,816 7,584	36

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in this shrinkage table as authorized by the Governor in Council and declared to form part of the tariff and Rules and Regulations for Country Elevators. All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in this schedule. This shrinkage table shall be placed conspicuously in all licensed Country Elevators for free inspection of the public.

The above table applies to cash, special binned and stored to grade grain.

Authorized by Order in Council, P.C. 1383.

Dated at Ottawa, September 8, 1926.

Approved by the Board of Grain Commissioners for Canada,

F. J. RATHBONE,
Secretary.

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES AT VANCOUVER, BRITISH COLUMBIA

FOR THE YEAR ENDING AUGUST 31, 1928. EFFECTIVE SEPTEMBER 1, 1927

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1925, and amendments thereto:—

MAXIMUM ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire, for the first fifteen days, one and one-quarter cents ($1\frac{1}{4}$ c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused; if received and stored it will be only at the owner's risk of deterioration and under special contract, except that a tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act and provisions included in the special provisions made for the port of Vancouver. (See Canada Grain Act, 1925, and amendments thereto.)

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by the said Department.

CLEANING CHARGES

On wheat, when the dockage contains no other grains of commercial value, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

“ 3 per cent to 5 per cent inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

“ $5\frac{1}{2}$ per cent to 10 per cent, one cent (1c.) per bushel.

“ above 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of other grain of commercial value, except flax, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On wheat carrying a return of flax, an additional separating charge computed on gross weight of car, two cents (2c.) per bushel.

On oats, barley and rye, when the dockage contains no other grain of commercial value, there will be cleaning charges as follows:—

On all cars carrying a dockage of less than 5 per cent, no charge; 5 per cent to 10 per cent inclusive, one cent (1c.) per bushel; over 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On oats, barley and rye carrying a return of flax, computed on gross weight of car, an additional separating charge of two cents (2c.) per bushel.

Flax cleaned from any other grain containing broken particles that cannot be separated shall be classified as “Flax and Broken Wheat”.

On flax when the dockage contains no other grain of commercial value there will be the following cleaning charges:—

On flax carrying a dockage of less than 5 per cent, no charge; from 5 per cent to 10 per cent inclusive, one and one-half cents ($1\frac{1}{2}$ c.) per bushel; over 10 per cent, two cents (2c.) per bushel.

On flax carrying a return of other grains of commercial value, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

DRYING CHARGES

On tough grain, three cents (3c.) per bushel.

On damp or wet grain, five cents (5c.) per bushel.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE ON ALL CARS

As follows:—

Wheat, 30 pounds per car.

Oats, 50 pounds per car.

Barley, 50 pounds per car.

Mixed grain, 50 pounds per car.

Rye, $\frac{1}{2}$ per cent computed on gross weight of car.

Flax, $\frac{1}{2}$ per cent computed on gross weight of car.

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges, whatsoever, must be paid before shipment.

BULKHEADS

On Bulkheads for their removal or installation and other additional expense in handling and unloading cars, \$5 for each bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

SACKING GRAIN

For sacking grain the following charges will be made: $1\frac{1}{2}$ cents per bushel on sacks not exceeding 125 pounds; 2 cents per bushel on sacks not exceeding 160 pounds; $2\frac{1}{2}$ cents per bushel on sacks not exceeding 220 pounds. For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of screenings will be done only when conditions warrant it, and the superintendents of such terminal elevators will be the sole judge as to this.

Sacks and Twine to be furnished by shipper or supplied at his expense. In case of machine sewing, one-half cent ($\frac{1}{2}$ c.) per sack will be charged for twine.

STENCILLING

A charge of one-half cent ($\frac{1}{2}$ c.) per sack will be made for stencilling.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

This Tariff of Rates is published by the Board of Grain Commissioners for Canada in accordance with Section 127 of the Canada Grain Act and shall become effective as from September 1, 1927.

BOARD OF GRAIN COMMISSIONERS FOR CANADA,

F. J. RATHBONE,

FORT WILLIAM, ONT., September 7, 1927.

Secretary.

MAXIMUM TARIFF OF CHARGES GOVERNING THE OPERATION OF
THE CANADIAN GOVERNMENT ELEVATOR AT
HALIFAX, N.S.

Capacity—1,000,000 bushels

FOR THE CROP YEAR ENDING AUGUST 31, 1928

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1925, and amendments thereto:—

EXPORT GRAIN

Applicable only on traffic consigned through to British and foreign countries, except the United States, Newfoundland and Island of St. Pierre and Miquelon.

ELEVATION CHARGES

Including storage for ten days (10) nineteen-twentieths ($\frac{19}{20}$) of one cent per bushel.

STORAGE

After the expiration of ten days (10) an additional charge to cover storage, one-twenty-fifth ($\frac{1}{25}$) of one cent per bushel per day.

EXTRA CHARGES

Turning.. .. .	$\frac{1}{8}$	cent per bushel
Mixing.. .. .	$\frac{1}{4}$	"
Cleaning.. .. .	$\frac{1}{2}$	"
Bagging.. .. .	2	"

Shipper to supply bags and twine.

After May 1 when charges at the regular rate for storage amount to one and one-half cents ($1\frac{1}{2}$ c.) per bushel, no further charge will be made until the 1st of December.

DOMESTIC GRAIN

Elevation, including storage for ten days (10), one-half cent ($\frac{1}{2}$ c.) per bushel.

Storage, for each succeeding ten days (10) or part thereof, one-quarter cent ($\frac{1}{4}$ c.) per bushel.

When at the request of the owner of the grain or the steamship company, grain is handled from the elevator to steamship between the hours of 6 p.m. and 7 a.m., also on Sundays and legal holidays, the additional charge for such service will be subject to special arrangement.

GENERAL CONDITIONS

If for any reason it is necessary that grain should be inspected by an official grain inspector, his fees will be in addition to the elevating, storage and extra charges as provided herein.

The elevator does not undertake to keep grain separate from other grain of similar kind and grade.

The elevator does not assume any responsibility for loss or damage caused by heating, the acts of providence, or by any cause whatsoever.

All grain received solely at the risk of the owner.

The elevator does not undertake to deliver less than eight thousand bushels (8,000) at one time.

Orders for shipment must be given in writing, accompanied by original bill of lading covering quantity of grain so ordered out.

All storage and other charges must be paid before delivery of shipment.

Consignees and owners must watch the condition of their grain and the probability of same heating, and should they not order it to be turned, the elevator may, in the interests of the consignees and owners, and with or without an order from an official grain inspector, turn the grain to prevent deterioration, in which case the elevator will make an additional charge, as shown above, to the consignees or owners for this service. The elevator will endeavour to advise consignees or owners when there seems a possibility of their grain heating, but does not undertake any responsibility in connection therewith.

When grain is cleaned, re-elevated or turned, the net quantity only, remaining after this operation, will be delivered.

The elevator reserves the right to refuse to receive into the elevator all tough, damp, wet, condemned, heating, heated or fireburnt grain, or grain which is not accompanied by Government Inspection Certificate, and such grain, if received, will be entirely at owner's risk.

In order to meet exceptional conditions which may arise, the storage charges set out in this tariff may be reduced or remitted with the approval of the Board of Grain Commissioners.

Published as approved by Board of Grain Commissioners for Canada.

(Sgd.) F. J. RATHBONE,
Secretary.

CHAPTER VII

SUMMARY OF ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 1927

Elevator Company	Wheat		Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Lbs.
G.T.P. Terminal Elevator Co.....	47,578-30	.....	.....	4,099-14	.....	7,513-47	.....	4,612-36	.....	4,602-08	158,760	.....
Northland Elevator Co.....	71,941-35	.....	.....	5,670-33	.....	1,080-47	.....	.....	.....	35,553-28	36,240	.....
Ogilvie Flour Mills Co.....	.....	6-30	5,247-16	.....	14,675-04	.....	.....	.....	170-48	.....	8,980	.....
Saskatchewan Pool Elev. No. 4....	.....	7,957-10	.....	412-28	2,137-21	.....	3,281-44	.....	1,207-21	.....	.....	69,090
Saskatchewan Pool Elev. No. 6....	.....	49,664-10	543-19	.....	1,178-41	.....	.....	1,125-07	.....	3,378-09	.....	13,168
Canadian Government Elevators..	36,978-40	.....	8,703-15	.....	4,251-37	.....	571-26	.....	.....	3,526-31	494,558	.....
Vancouver Harbour Commissioners	29,602-40	.....	916-06	.....	6-22	.....	.....	.....	.....	.....	.....	.....
Vancouver Terminal Co.....	76,113-10	.....	6,732-12	.....	.....	.....	200-20	.....	.....	.....	.....	13,630
Totals.....	262,214-35	57,627-50	22,143-00	10,183-07	23,330-28	7,513-47	4,053-34	5,737-43	1,378-13	47,060-20	698,538	95,888
Total net... { Surplus..... or { Deficit.....	204,586-45	.....	11,959-27	.....	15,816-29	.....	.....	.....	.....	.....	602,650	.....
	.....	.....	.....	.....	.....	.....	1,684-09	.....	45,682-07	.....	.....	.....

CHAPTER VIII

SESSIONS HELD BY THE BOARD DURING CROP YEAR, 1926-27

Date	Place	Subject matter
1926		
Sept. 28.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
Oct. 4.....	Montreal, Que.....	Session with the Montreal Standards Board regarding American grown grain passing through the port of Montreal.
" 7.....	Montreal, Que.....	Meeting with members of the Montreal Harbour Board with reference to inspection and handling of grain through the Montreal Harbour Commissioners Elevators.
" 11.....	Toronto, Ont.....	Investigation of complaint filed by Jas. Richardson & Sons, Ltd., with reference to the quality of wheat delivered to the Pfeffer Milling Co. of Milverton, by the Goderich Elevator and Transit Co., Ltd., ex S.S. "Rahane".
" 20-21...	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 27.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 28.....	Winnipeg, Man.....	Meeting with the trade for the purpose of considering the advisability of allowing public terminal elevators and private elevators to dry tough grain in store, and also for the purpose of considering whether the allowance of moisture content in straight grade grain should be increased.
" 29.....	Winnipeg, Man.....	Routine matters.
Nov. 1.....	Fort William, Ont.....	Conferring with the superintendents of terminal elevators for the purpose of ascertaining the general conditions of grain in store and to determine what action should be taken to avoid any loss due to grain being in danger of going out of condition.
" 4.....	Ottawa, Ont.....	Conference with Hon. Jas. Malcolm, Minister of Trade and Commerce.
" 15.....	Edmonton, Alta.....	Meeting with the Grain Section of the Edmonton Board of Trade in reference to the proposed tariff of charges covering the operation of public terminal elevators at Vancouver, B.C.
" 16.....	Edmonton, Alta.....	Meeting with Mayor Blatchford of Edmonton, regarding the alleged dissatisfaction prevailing in the matter of grading of grain at Edmonton.
" 17.....	Calgary, Alta.....	Meeting with representatives of the Calgary Grain Exchange to hear alleged complaints regarding the grading of grain at country points.
" 19.....	Winnipeg, Man.....	Meeting with the representatives of public and private elevators for the purpose of considering the recent regulations of the Board with regard to the drying of tough and damp grain.
Dec. 7.....	Winnipeg, Man.....	Meeting with representatives of the Grain Trade and Railway Companies for the purpose of discussing the best manner to handle the large amount of damp grain being shipped.
" 8.....	Winnipeg, Man.....	Routine matters.
" 14.....	Winnipeg, Man.....	Meeting with committee of Grain Trade appointed for the purpose of discussing the best method of handling damp grain.
1927		
Jan. 6.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 17.....	Winnipeg, Man.....	Routine matters.
" 22.....	Fort William, Ont.....	Meeting of Railway Officials and elevator superintendents for the purpose of discussing the handling of tough and damp flax.
" 25.....	Fort William, Ont.....	Meeting of Railway Officials and elevator superintendents for the purpose of discussing the handling of tough and damp flax.
" 28.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 29.....	Winnipeg, Man.....	Meeting with the Committee of the National Research Council regarding investigations to be conducted with reference to the drying of grain.
Feb. 4.....	Fort William, Ont.....	Meeting with the representatives of the various elevator companies for the purpose of discussing the advisability of issuing regulations regarding the removal of bulkheads from cars of grain.
" 21-22...	Halifax, N.S.....	Investigation of complaint filed by Calder-Fraser Co., Ltd., Halifax, N.S., against the Canadian Government Elevator Halifax, regarding alleged shortages in delivery of corn.
" 28.....	Winnipeg, Man.....	Meeting with representatives of Railways and Grain Trade re handling of damp flax.
March 18.....	Fort William, Ont.....	Meeting with representatives of Railway Companies for discussion of ways and means of endeavouring to unload cars of tough and damp grain found in the Railway Yards to be in danger of going out of condition.
" 21.....	Fort William, Ont.....	Meeting with Railway Officials and representatives of elevator companies in connection with the handling of tough and damp grain in the Railway Yards.
April 26.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
May 18-19...	Winnipeg, Man.....	Investigation of complaints and routine matters.
June 29.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
Aug. 23.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 24.....	Winnipeg, Man.....	Tariff of Charges—Public Terminal Elevators and Country Elevators; also Rules and Regulations governing Country Elevators for the Season 1927-28.
" 27.....	Edmonton, Alta.....	Meeting with members of the Grain Section of the Edmonton Board of Trade for the purpose of discussing the several recommendations which had been filed with the Board with reference to grading of grain at Edmonton.
" 29.....	Vancouver, B.C.....	Tariff of Charges for Public Terminal Elevators at Vancouver, B.C., for crop year 1927-28.

CHAPTER IX
REVENUE AND EXPENDITURE

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING AUGUST 31,
1927—EASTERN AND WESTERN DIVISIONS

EASTERN DIVISION

(A) MONTREAL—			
Receipts—Inspection fees, etc.....	\$ 85,938 04	\$ 85,938 04	
Expenditure—Salaries.....	26,991 17		
Rent.....	1,812 96		
Sundries.....	2,052 44		
			30,856 57
Surplus.....		\$ 55,081 47	
(B) TORONTO—			
Receipts—Inspection fees, etc.....	\$ 1,767 02	\$ 1,767 02	
Expenditure—Salaries.....	7,415 00		
Rent.....	660 00		
Sundries.....	542 66		
			8,617 66
Deficit.....		6,850 64	

SUMMARY

MONTREAL—Surplus.....	\$ 55,081 47
TORONTO—Deficit.....	6,850 64
	\$ 48,230 83
Cost of Eastern Grain Standards Board.....	339 73
Surplus.....	\$ 47,891 10

WESTERN DIVISION

(C) MEDICINE HAT—			
Receipts—Inspections fees.....	\$ 7,298 30		
Weighing Fees.....	6,960 00		
Overtime.....	87 00		
		\$ 14,345 30	
Expenditure—Salaries—Inspection.....	\$ 4,449 00		
Salaries—Weighing.....	10,041 72		
Expenses—Rent.....	180 00		
Sundries.....	329 80		
		\$ 15,000 52	
Deficit.....		655 22	
(D) WINNIPEG—			
Receipts—Inspection fees.....	\$ 258,776 00		
Weighing fees.....	28,643 20		
Samples sold.....	11,427 24		
Overtime.....	2,236 25		
Sundries.....	872 96		
		\$ 301,955 65	
Expenditures—Salaries—Inspection.....	\$ 335,004 19		
Salaries—Weighing.....	77,276 32		
Expenses, rent, inspection.....	24,367 96		
Expenses, inspection.....	30,343 65		
Expenses, rent, weighing.....	1,015 78		
Expenses, weighing.....	1,043 13		
		469,051 03	
Deficit.....		\$ 167,095 38	
(E) KEEWATIN—			
Receipts—Weighing fees.....	\$ 6,572 75		
Overtime.....	74 00		
		\$ 6,646 75	
Expenditure—Salaries—Weighing.....	5,992 75		
Expenses—Weighing.....	47 00		
		6,039 75	
Surplus.....		607 00	

REVENUE AND EXPENDITURE—*Continued*STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1927—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*

(F) KENORA—			
Receipts—Weighing fees.....	\$ 2,485 00	\$ 2,485 00	
Expenditure—Salaries.....	\$ 2,500 00		
Expenses.....	16 00		
			2,516 00
Deficit.....			31 00
(G) PORTAGE LA PRAIRIE—			
Receipts—Weighing fees.....	\$ 3,731 00	\$ 3,731 00	
Expenditure—Salaries—Weighing.....	5,000 00		
			5,000 00
Deficit.....			\$ 1,269 00
(H) PETERBORO—			
Receipts—Weighing fees.....	\$ 2,305 00	\$ 2,305 00	
Expenditure—Salaries—Weighing.....	\$ 2,305 00	\$ 2,305 00	
(I) DULUTH—			
Receipts—Inspection fees.....	\$ 3,814 10		
Sundries.....	1 00		
			3,815 10
Expenditure—Salaries—Inspection.....	\$ 4,010 50		
Expenses.....	35 52		
			4,046 02
Deficit.....			\$ 230 92
(J) MOOSE JAW—			
Receipts—Inspection fees.....	\$ 6,676 00		
Weighing fees.....	7,903 00		
Samples sold.....	115 60		
Overtime.....	269 00		
			\$15,963 60
Expenditure—Salaries, inspection.....	\$ 11,243 08		
Salaries, weighing.....	7,172 00		
Expenses, inspection.....	4,671 64		
Expenses, weighing.....	11 56		
			\$ 23,098 23
Deficit.....			\$ 7,134 68
(K) SASKATOON—			
Receipts—Inspection fees.....	\$ 5,462 00		
Weighing fees.....	8,247 00		
Samples sold.....	170 40		
Overtime.....	183 50		
			\$ 14,062 90
Expenditure—Salaries, inspection.....	\$ 6,780 50		
Salaries, weighing.....	8,623 50		
Expenses, inspection.....	1,346 30		
Expenses, weighing.....	11 61		
			16,761 91
Deficit.....			\$ 2,699 01
(L) VANCOUVER—			
Receipts—Inspection fees.....	\$ 37,591 00		
Weighing fees.....	65,054 42		
Samples sold.....	568 43		
Overtime.....	564 00		
			103,777 85
Expenditure—Salaries, inspection.....	\$ 52,761 70		
Salaries, weighing.....	42,683 72		
Rent.....	300 00		
Expenses, inspection.....	1,651 10		
Expenses, weighing.....	482 93		
			\$ 97,879 45
Surplus.....			\$ 5,898 40

REVENUE AND EXPENDITURE—*Continued*STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1927—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*

(M) FORT WILLIAM—

<i>Receipts</i> —Inspection fees.....	\$ 319,585 75	
Weighing fees.....	562,058 75	
Samples, sold.....	9,171 65	
Overtime, inspection.....	18,614 61	
Overtime, weighing.....	14,654 50	
Sundries.....	14 20	
	<hr/>	\$ 924,099 46
<i>Expenditure</i> —Salaries, inspection.....	\$ 330,052 43	
Salaries, weighing.....	284,569 65	
Rent, inspection.....	8,604 00	
Rent, weighing.....	1,760 40	
Sundries, inspection.....	12,379 72	
Sundries, weighing.....	2,457 53	
	<hr/>	\$ 639,823 73
Surplus.....		<hr/> \$ 284,275 73

(N) EDMONTON—

<i>Receipts</i> —Inspection fees.....	\$ 23,408 00	
Weighing fees.....	8,211 50	
Samples sold.....	866 18	
Overtime.....	226 00	
	<hr/>	\$ 32,711 68
<i>Expenditure</i> —Salaries, inspection.....	\$ 28,772 01	
Salaries, weighing.....	5,450 91	
Expenses, rent.....	3,060 00	
Expenses, inspection.....	4,560 32	
Expenses, weighing.....	54 06	
	<hr/>	41,897 30
Deficit.....		<hr/> \$ 9,185 62

(O) CALGARY—

<i>Receipts</i> —Inspection fees.....	\$ 27,110 00	
Weighing fees.....	18,344 74	
Samples sold.....	1,247 72	
Overtime.....	315 00	
	<hr/>	47,017 46
<i>Expenditure</i> —Salaries, inspection.....	\$ 32,528 85	
Salaries, weighing.....	20,433 56	
Expenses, rent.....	1,901 64	
Expenses, sundries.....	3,245 29	
	<hr/>	\$ 58,109 34
Deficit.....		<hr/> \$ 11,091 88

(P) PRINCE RUPERT—

<i>Receipts</i> —Inspection fees.....	\$ 5,797 00	
Weighing fees.....	10,031 00	
Samples sold.....	56 44	
	<hr/>	\$ 15,884 44
<i>Expenditure</i> —Salaries, inspection.....	\$ 5,737 00	
Salaries, weighing.....	3,770 20	
Expenses, inspection.....	96 85	
Expenses, weighing.....	5 60	
	<hr/>	\$ 9,609 65
Surplus.....		<hr/> \$ 6,274 79

(Q) APPEAL BOARDS—

<i>Revenue</i> —Winnipeg—Appeal fees.....	\$ 1,438 00	
Calgary—Appeal fees.....	916 00	
Edmonton—Appeal fees.....	1,204 00	
	<hr/>	\$ 3,558 00
<i>Expenditure</i> —Salaries—Winnipeg.....	\$ 6,750 00	
Salaries—Calgary.....	4,300 00	
Salaries—Edmonton.....	4,099 96	
Expenses—Winnipeg.....	504 00	
Expenses—Calgary.....	528 53	
Expenses—Edmonton.....	715 52	
	<hr/>	\$ 16,898 01
Deficit.....		<hr/> \$ 13,340 01

REVENUE AND EXPENDITURE—*Concluded*

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1927—EASTERN AND WESTERN DIVISIONS—*Concluded*

(R) SUMMARY—WESTERN DIVISION—

<i>Revenue</i> —Inspection fees.....	\$ 696,518 15	
Weighing fees.....	730,547 36	
Samples sold.....	23,623 66	
Overtime collections.....	37,223 86	
Registration fees.....	25,772 20	
License fees.....	25,345 00	
Sundries.....	888 16	
Appeal fees.....	3,558 00	
		\$1,543,476 39
<i>Expenditure</i> —Inspection—Salaries.....	\$ 811,339 26	
Weighing—Salaries.....	475,819 33	
Inspection—Expenses.....	97,073 79	
Weighing—Expenses.....	6,905 60	
Salaries—Appeal Boards.....	15,149 96	
Expenses—Appeal Boards.....	1,748 05	
Salaries—Registration Department.....	16,268 28	
Expenses—Registration Department.....	2,557 21	
Salaries—Board of Grain Commissioners.....	77,769 57	
Expenses—Board of Grain Commissioners.....	15,349 60	
Western Grain Standards Board.....	1,476 88	
General Expenses Overdraft Interest.....	49 47	
Salaries—Grain Research.....	10,356 45	
Expenses—Grain Research.....	26,928 40	
Audit fees.....	1,500 00	
Cost of printing—all departments.....	37,488 65	
		\$1,597,780 50

Deficit.....	\$ 54,304 11
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SUMMARY—EASTERN AND WESTERN DIVISIONS—

Western Division—Deficit.....	\$ 54,304 11
Eastern Division—Surplus.....	47,891 10
Deficit.....	\$ 6,413 01

CHAPTER X

BOARD OF GRAIN COMMISSIONERS

GRAIN RESEARCH LABORATORY

WINNIPEG, January 11, 1928.

CANADA'S NEW GRAIN RESEARCH LABORATORY

F. J. BIRCHARD, *Chemist in Charge*

In 1913 a laboratory was established by the Board of Grain Commissioners in the north end of the city of Winnipeg for the study of the many problems relating to the handling and storage of grain, and a memorandum describing the functions of the laboratory appeared in the Report of the Department of Trade and Commerce for the year 1916. In 1925 the Royal Grain Inquiry Commission, realizing the necessity for providing more adequate facilities for investigational work of this character recommended that the Inspection Department be provided "with a laboratory and a well trained staff to render assistance in the matter of grading in addition to careful research, that should be encouraged in the matter of improving and holding our position as a grain growing and grain exporting country." It was decided, therefore, to entirely reorganize the laboratory and to locate same in the Grain Exchange building, in close proximity to

the Inspection Department, since it was felt that by so doing the two departments would be the better able to co-operate and render mutual assistance to each other.

Rooms 874-876 Grain Exchange were secured and fitted up with the most modern equipment available for grain investigational work. The mill room is situated on the ground floor and contains two experimental mills, one a Wolf, removed from the old laboratory, and a new three stand Allis-Chalmers, both mills being separate units, operated by 5-horsepower motors. Wheat and flax cleaners are also installed. With the aid of eight electric lamps artificial light closely resembling northern daylight is always available. Also, on the ground floor space is provided in room 136 for the examination, storage, cleaning, etc., of the grain samples to be investigated.

The bake room is provided with a Hobart mixing machine, a moulding machine, constant temperature fermentation and proofing cabinets and bake ovens all electrically heated and automatically controlled, and of the most modern type.

The moisture room contains three six compartment automatic, electrically heated Brown-Duvel testers, so wired that irrespective of the number of heaters employed the voltage remains practically constant. The machines are controlled and checked at intervals by the oven method.

The chemical laboratory equipment is very complete. Included in this equipment is the protein testing apparatus, with which approximately two hundred tests can be conducted in a day of eight hours. Since this work can be carried on by night equally as well as by day, the capacity could be greatly increased should the necessity arise. Automatically controlled constant temperature electric ovens and water baths, the latest form of the Leeds & Northrup Hydrogen Ion apparatus, a Wallace & Tiernan viscosimeter and much other special apparatus are provided.

It was not until about May 1 that the laboratory was ready for occupancy. Investigational work on a number of problems was continued, however, at the old location, and a number of reports forwarded to the Board during this period. A list of the reports furnished since reorganization, together with a short summary of the conclusions reached in each case is here given.

1, 2 and 3. Reports on the Losses which take place During the Drying of Grain

Three reports forwarded to the board December 18 to 31, 1926, and May 16, 1927.

A series of drying experiments with the various grains under commercial conditions was conducted at the elevators at the head of the lakes, the moisture content and the weight before and after drying being ascertained in each case. The object of this investigation was to obtain information regarding the losses which take place during the drying of grain as ordinarily carried out at the terminal elevators and to determine if the weight of dried grain could be accurately ascertained from a consideration of the weight before drying and the moisture content before and after drying. In order to make the investigation more complete, small scale laboratory drying tests were made on tough and damp grain at approximately the same temperatures usually employed under commercial conditions, and a comparison made of the amount of the dried grain found by actual weighing and that found by calculation from the moisture content of the grain before and after drying.

The main conclusions drawn as stated in these reports are as follows:—

(1) In nearly every case the grain is dried to a lower moisture content than is necessary for safe warehousing.

(2) The differences between the percentage loss (actual) on drying and that calculated from the moisture content before and after drying are not great, although always greater than the amounts found in the Laboratory small scale experiments.

With regard to the laboratory small scale experiments, the conclusion was drawn that the loss on drying was due to moisture only, any other losses which might occur being comparatively insignificant. In the case of flax it was noted that in every case when the grain was dried at a temperature of 175° F. or over, a slight increase in weight took place over and above the moisture loss, which increase was attributed to the partial oxidation of the linseed oil in the grain. If, however, the temperature of the oven did not exceed 152° F, no increase in weight took place and the difference between the actual weight of the dried grain and that calculated amounted to only 0.1 per cent.

Attention should again be called to the fact that a number of these tests were carried out in the presence of a representative of the elevators, who satisfied himself as to the correctness of the results.

It should also be noticed that no evidence has been at any time produced to support the contention that dried grain will not keep as well as normal grain of the same moisture content. On the contrary, there are sound reasons for believing that dried grain will keep better in store than normal grain under the same conditions. This may be explained by the fact that heating and "going out of condition" is largely, if not entirely due to mould growth. During the drying process many of these growths are destroyed by the heat and a large number again are blown or rubbed off during the handling of the grain. The net result is, that the dried grain carries a much smaller percentage of mould growths and consequently will keep better than normal grain of the same moisture content under the same conditions.

Adequate supervision and control should be given to the drying, in order that the grain may not be dried to a greater degree than is necessary. From my own observations I am led to believe that very little control is exercised in this operation. It is obvious that drying to an unnecessarily low moisture content is wasteful and uneconomical as regards coal, time and grain. By increasing the moisture content allowed in dried grain, it should be possible to appreciably increase the drying capacity, which is a matter of such great importance under present conditions.

With regard to the difficulty of drying grain to a definite moisture content, it is admitted that there are many difficulties in the way and up to the present no rules have been formed for the scientific drying of grain commercially.

Attention should be called to the necessity of conducting further tests at the elevators with regard to the drying of grain as soon as opportunity permits. These tests should be conducted at a number of different elevators equipped with all the various forms of driers now in use, and with regard to all the different types and grades of grain.

Also, in this connection, storage experiments should be undertaken with the electric thermometers, in order to secure further information regarding the relative keeping qualities of dried and normal grain. These experiments should be extended to the elevators at Prince Rupert and Vancouver, since the laboratory has already secured evidence that dried grain rapidly takes on moisture at these points. The tendency of dried grain to increase in weight by additional moisture should be the subject of a thorough investigation at the Pacific Coast ports.

4. Milling and Baking Value of Garnet Wheat

The Inspection Department requested information regarding the milling and baking quality of Garnet wheat and for this investigation a number of samples of pure Garnet wheat were obtained from the Experiment Stations at

Lethbridge, Alta., Rosthern, Sask., Morden and Brandon, Man., and compared with pure Marquis, also obtained from the Experiment Stations. Comparisons were also made with the Winnipeg Average One Northern, which was used as a standard.

The conclusions drawn were as follows:—

All the samples of Garnet wheat examined had, with one exception, a high percentage of protein.

Irrespective of the grades, the flour from Garnet wheat had a pronounced yellow colour, very perceptible in the bread.

The bran covering in Garnet wheat was very tough and the wheat required a long tempering period in order to condition the grain satisfactorily for milling. All middlings stock was dry and brittle, and this dryness was very pronounced in the final flour.

Interpreted in terms of loaf volume, crumb colour and texture, the baking quality of Garnet wheat is inferior to Marquis.

5. A New Type of Moisture Tester for the Determination of Moisture in Grain

March 28, 1927.

A new moisture tester having appeared on the market, which had been adopted by a number of grain and milling firms for the determination of moisture in grain and flour, it was desired to compare the results obtained by this method with the laboratory standard oven and the Brown-Duvel method. The investigation showed that the new moisture tester furnished almost invariably low results, and that the error of the experiment was very high, it being impossible to obtain uniform results on duplicate samples. In every respect the new oven compared very unfavourably with the Brown-Duvel apparatus.

6. The Relation between the Moisture Content of Grain and the Heating Time on the Brown-Duvel Apparatus

June 10, 1927.

In the determination of moisture by the Brown-Duvel method the time of heating for each grain varies with the original moisture content. This study was undertaken to determine the relation between the heating time and the moisture content of the various grains, as a guide to the inspectors and operators of the machines. These results should be of value to them in order to determine whether their machine is in good working condition at all times as regards the heating factor.

7. Report on the Protein Content of Different Grades of Wheat by District

October 5 and November 23, 1927.

This report shows the results of a study of the protein content of the contract grades of wheat from about two thousand different stations in Western Canada. This investigation is still being carried on and the results plotted on a map, so as to indicate at a glance those districts which produce high, medium and low protein wheat.

8. Milling and Baking Quality of the 1927 Crop

November 15, 18 and 28, 1927.

The milling and baking quality of the different grades of this year's crop as compared with previous years was found to be decidedly inferior. This coincides with the low protein value. It was also pointed out that this is only one of several factors to be considered in determining baking quality.

The results of the tests on the standards and averages were handed to the Chief Inspector, to the Wheat Pool and other interested members of the trade. The corresponding loaves were also exhibited at the same time.

**9. The Milling and Baking Quality of a Sample of Marquis Wheat containing approximately 30 per cent White Kernels, compared with a Blended Sample of equal parts of Winnipeg
Average 1°, 2° and 3°**

January 14, 1928.

The conclusions drawn in this investigation were as follows:—

The presence of 30 per cent white kernels in an otherwise sound red Marquis wheat materially affects the yield of patent flour and reduces the loaf volume by 15 per cent, when compared with a standard composed of equal parts of average 1°, 2° and 3°.

The bread baked from the white kernels wheat alone showed marked signs of weakness both in volume and general appearance, although the colour of the crumb and flavour were good.

The flour from the 70 per cent red kernels when milled and baked closely resembled that obtained from an average Three Northern.

In addition to the above work, all of which has been reported to the Board of Grain Commissioners, mention might be made of a number of other problems now under investigation and which are not yet completed.

1. The Study of the Effect of Various Factors upon the Viscosity of a Flour-Water Suspension

This is purely a technical investigation to determine the details of the viscosity method suitable for flour from western wheat, with a view to ascertaining the possibility of applying the results to the determination of the quality of the gluten.

2. The Effect of the Method of Sampling upon the Moisture Content of Grain

As a result of a large number of comparative moisture tests on the same cars of grain sampled both at Winnipeg and Fort William, and also at the laboratory, it was concluded that the method of sampling a car was not without influence upon the moisture content reported by the Inspection Department. In order to confirm the results arrived at in the earlier investigation, this study is being continued and definite conclusions have been arrived at, particularly with regard to flax. In the case of flax these differences amounted to between 1 and 2 per cent, and in many instances were considerably higher, the moisture content of the "stabbed" sample always being greater than that of the Fort William "running" sample.

3. Investigation of the Comparative Keeping Qualities of Marquis and Durum Wheat

Information was requested from the laboratory by the Chief Inspector regarding the relative keeping qualities of Marquis and Durum wheat. In order to reach a final conclusion on this question considerable work would have to be done both at the elevators and on samples obtained from cars in transit, and in addition, numerous observations would have to be made in connection with small scale laboratory experiments. The experiments which are at present being conducted indicate that Durum wheat will safely carry about one-half per cent more moisture than Marquis wheat of the same weight per bushel. The investigation has not progressed far enough to justify the drawing of final conclusions in this matter at the present time, but it is believed that further experiments and observations will confirm the opinion as stated above.

4. The Effect of Drying upon the Milling and Baking Quality of Wheat

This laboratory is co-operating with the Universities of Alberta, Manitoba, and Saskatchewan, studying the many problems connected with the proper method for the drying of grain and a series of experiments are being conducted in this connection.

(a) The Milling and Baking Value of Commercially Dried Grain

In connection with the above a very large number of milling and baking experiments have been conducted, and the reports in connection therewith forwarded to the National Research Council. The most important conclusion arrived at in this investigation was, that when the wheat is dried below 180° F. no deterioration in quality takes place.

(b) The Milling and Baking Value of Experimentally Dried Grain, including Grain with Various Forms of Damage

The main conclusion drawn from a study of these experimentally dried samples was that when properly dried, no deterioration whatever takes place in the quality of the grain and that in many cases an improvement takes place, particularly in colour and very often in volume and texture as well.

It might be noted at this time that these results are in entire agreement with the results already reported to the Board at various times during the past ten years, and also stated in evidence before the Royal Grain Inquiry Commission.

5. The Milling and Baking Value of White Spring Wheat as Compared with Marquis

A considerable number of samples in connection with this problem have already been milled, but it has been found necessary to secure an additional number of representative samples before proceeding further with this problem.

SUPERVISION OF MOISTURE TESTERS

Moisture testers under the control of the laboratory have been installed at the inspection offices at St. John, Montreal, Toronto, Fort William, Winnipeg, Saskatoon, Moose Jaw, Medicine Hat, Calgary, Edmonton, Vancouver, and Prince Rupert. The laboratory has been made responsible to the board for the proper working condition of the testers, and this involves constant attention and supervision. Samples in air-tight containers for check tests are forwarded to the laboratory from each station every two weeks, and in the same way samples of known moisture content are sent from the laboratory to each office at regular intervals. In addition, some member of the laboratory staff visits each office from time to time to instruct the operators or make any necessary adjustments to the apparatus. In this way it has been found possible to maintain the testers at the various inspection offices in proper condition at all times.

All moisture testing supplies are purchased by the laboratory and thoroughly tested before being sent out to the different offices. By this means all errors due to faulty apparatus are obviated.

During the year ten six compartment testers have been installed in a new moisture testing room at Fort William, six at Moose Jaw, one six compartment at Saskatoon, one at Vancouver, and one four compartment tester at St. John, N.B. In each case the specifications for the wiring and other necessary details were supplied and the installation personally supervised by the laboratory. Also, at the Toronto and Montreal offices especially designed rheostats

were installed in order to overcome the varying voltage supplied at these offices. This additional equipment has proved of great assistance in maintaining accurate and uniform results under the most varying conditions.

Mention should also be made of the fact that on numerous occasions during the year the laboratory has been of service to farmers, transportation companies, and grain firms, by supplying them with information with regard to the protein content, milling and baking quality of different wheats, the keeping qualities of various grains under different conditions and other related matters. Also, special milling and baking tests on the standards and averages of the 1927 crop were made at the request of the Wheat Pool and the loaves exhibited at the meeting of the delegates at Regina and Calgary. The manager of the Wheat Pool stated that this exhibit was of particular value in explaining to the farmers the relation between the different grades of wheat and the milling and baking value of each. In the same way information was furnished the Inspection Department regarding the protein content and the baking characteristics of different grades and types of wheat, the effect of various forms of damage, etc., as occasion required, and in each instance the loaves exhibited to the Chief Inspector and his assistants.

The information furnished in this manner was especially valuable in connection with the setting of the standards in the fall of the year, since, from the knowledge so obtained, the grades could be established more in accordance with their actual value than would otherwise be possible.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. JAMES MALCOLM

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE CROP YEAR ENDED AUGUST 31,

1927



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1928

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1929

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., January 30, 1929.

The Hon. JAMES MALCOLM, M.P.,
Minister of Trade and Commerce,
Ottawa, Canada,

SIR,—We have the honour to submit the following report as required by
section 15, chapter 33, 15-16 George V, "An Act respecting Grain".

Your obedient servants,

LESLIE H. BOYD,
Chief Commissioner.

M. SNOW,
Grain Commissioner.

JAMES ROBINSON,
Grain Commissioner.

F. J. RATHBONE,
Secretary.

TABLE OF CONTENTS.

	PAGE
CHAPTER I	
Standards, Survey and Appeal Boards:—	
Part I. Grain Standards Boards.....	
Part II. Grain Survey Boards.....	
Part III. Boards of Grain Appeal.....	
CHAPTER II	
Report of the Chief Inspector.....	
CHAPTER III	
Report of the Registrar.....	
CHAPTER IV	
Report of the Chief Weighmaster.....	
CHAPTER V	
Reports:—	
(a) Licensing and Bonding.....	
(b) Loading Platforms.....	
(c) Cars out of turn.....	
(d) Complaints.....	
CHAPTER VI	
Elevator Tariffs:—	
Tariff—Terminal Elevators, 1928-29.....	
“ Government Interior Terminal Elevators, 1928-29.....	
“ Country Elevators, 1928-29.....	
“ Vancouver, B.C., 1928-29.....	
CHAPTER VII	
Official Weigh-up, 1928.....	
CHAPTER VIII	
Sessions held by the Board.....	
CHAPTER IX	
Revenue and Expenditure.....	

CHAPTER 1

STANDARDS, SURVEY AND APPEAL BOARDS

PART 1.—THE GRAIN STANDARDS BOARDS

1. *Western*.—K. Campbell, Vancouver, B.C. (Chairman); C. S. Langille (Vice-Chairman), Winnipeg, Man.; T. J. Harrison, Winnipeg, Man.; Geo. Serls, Winnipeg, Man.; H. Sellers, Winnipeg, Man.; Jas. Carson, Winnipeg, Man.; W. A. Matheson, Winnipeg, Man.; C. N. Bell, Secretary, Winnipeg, Man.; Samuel Larcombe, Birtle, Man.; Donald MacRae, Regina, Sask.; Hon. C. M. Hamilton, Regina, Sask.; J. H. Robson, Leney, Sask.; A. E. Wilson, Indian Head, Sask.; W. J. Rutherford, Saskatoon, Sask.; J. Wellbelove, Estan, Sask.; J. O. King, Raymond, Alta.; W. H. Fairfield, Lethbridge, Alta.; Geo. Bennett, Cranville, Alta.; J. Gillespie, Edmonton, Alta.; R. A. Thompson, Lynden, Ont.; J. B. Watts, Toronto, Ont.; H. Sellers, Fort William, Ont.; R. E. Lee, Vancouver, B.C.; Wm. Mohler, Strome, Alta.; W. W. Cumming, Calgary, Alta.

2. *Eastern*.—Toronto: H. H. Goode, F. W. Hay, A. O. Hogg, R. I. Braiden, E. L. Rice, C. B. Watts, S. Hisey, C. W. Band, Murray Brown, T. D. Duncombe, S. Jeffrey, W. H. McCarthy, F. D. Tolchard, Secretary.

Montreal: H. D. Dwyer, N. Wight, A. G. Burton, A. A. Bowen, W. MacDonald, F. A. Heywood, H. C. Beatty, Secretary.

GRAIN STANDARDS BOARDS

MONTREAL, QUE.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS BOARD HELD SEPTEMBER 23, 1927

Present: N. Wight, chairman; W. MacDonald, A. Geo. Burton.

The board fixed the standard for the following grades of United States grain, samples of which were deposited with the Inspector and myself:—

No. 2 Amber Durham (temporary standard).

No. 2 Hard Winter Wheat (permanent standard for season's crop).

The meeting adjourned.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS BOARD HELD OCTOBER 4, 1927

Present: N. Wight, chairman; A. Geo. Burton, H. D. Dwyer.

The board fixed the standards for the following grades of United States grain, samples of which were deposited with the inspector and myself:—

No. 1 Northern Spring Wheat.

No. 2 Northern Spring Wheat.

The meeting adjourned.

MONTREAL, QUE.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD OCTOBER 17, 1927

Present: N. Wight, Chairman; A. Geo. Burton, Wm. MacDonald.

The board fixed the standards for the following grades of United States grain, samples of which were deposited with the Inspector and myself:—

- No. 2 Rye Western.
- No. 2 Red Winter Wheat.
- No. 2 Mixed Durum Wheat.
- No. 2 Red Durum Wheat.
- No. 2 Amber Durum Wheat.

The meeting adjourned.

MONTREAL, QUE.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD NOVEMBER 14

Present: Leslie H. Boyd, Chairman; M. Snow, Jas. Robinson, representing the Board of Grain Commissioners; N. Wight, A. Geo. Burton; H. D. Dwyer, E. S. Jaques; Wm. MacDonald, representing the Corn Exchange Association together with A. A. Bowen, Inspector, and H. C. Beatty, Secretary.

Mr. Boyd explained that the reason for coming to visit the Standards Board was found in a letter from Mr. Jas. D. Fraser, under date October 31, the contents of which were forwarded to the members of the Standards Board. After some discussion the whole question was centred in the matter of dockage. Finally it was understood that the Standards Board would set the standard for seaboard inspection of Durum Wheat as follows: "All such grain containing foreign matter under two per cent will be free of dockage; all such grain containing foreign matter from two per cent up to two and one-quarter per cent inclusive, a dockage of one-half per cent will be set; all such grain containing foreign matter over two and one-quarter per cent and not exceeding two and one-half per cent a dockage of one per cent will be set. This arrangement to become effective immediately."

The Chairman of the Board of Grain Commissioners asked the secretary to write to Mr. T. H. Reeves and advise him that, owing to his inability to attend meetings of the Grain Survey Board, he had been replaced by Mr. Alfred Chaplin, also to notify Mr. Chaplin; and that Mr. E. S. Jaques, at his own request, be relieved of his duties. Mr. Robert Hume was appointed in place of Mr. Jaques.

The meeting adjourned.

(Sgd.) H. C. BEATTY,
Secretary

TORONTO, ONT.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD HELD NOVEMBER 1, 1927

Present: Messrs. Murray Brown, J. Carrick, F. W. Hay, S. Hisey, A. Hogg, H. L. Rice and C. B. Watts.

Chairman.—On motion, Mr. Samuel Hisey was appointed chairman of the meeting.

Minutes.—The minutes of the meeting of the Grain Standards Board held November 5, 1926, were read and confirmed.

Commercial Grades.—Samples of wheat collected from various parts of the province were examined with a view to setting the Commercial Grades for the season 1927-28. It was agreed that one Standard only, No. 1 Commercial Wheat, should be set, and it was moved by Mr. F. W. Hay and seconded by Mr. Murray Brown that the sample as defined in the minutes of the meeting of the Board held on November 5, 1926, be confirmed, namely: No. 1 Commercial Wheat shall be either red, white, or mixed winter or spring wheat, reasonably clean, shall weigh not less than 56 pounds to the bushel, shall allow a maximum of 10 per cent sprouted grain, and shall not contain a greater percentage of smut than the standard sample—Carried.

On motion, Messrs. A. A. Bowen and W. J. MacNeill, Grain Inspectors, were requested to prepare a sample in accordance with the resolution adopted.

The sample of No. 1 Commercial Wheat with sprouts and smut, as prepared by the Grain Inspectors, was examined and it was moved by Mr. H. L. Price, seconded by Mr. C. B. Watts, that the sample prepared by Messrs. A. A. Bowen and W. J. MacNeill, Grain Inspectors, and submitted to the Grain Standards Board, be accepted as the Standard for No. 1 Commercial Wheat—Carried.

The meeting then adjourned.

D. TOLCHARD,
Secretary.

S. HISEY,

WINNIPEG, MAN.

COPY OF THE MINUTES OF THE MEETING OF THE WESTERN GRAIN STANDARDS
BOARD HELD ON OCTOBER 9 AND 10, 1928

Present: Mr. K. Campbell (Chairman); Mr. C. S. Langille (Vice-Chairman); Prof. T. J. Harrison; Messrs. S. Larcombe, D. MacRae, A. E. Wilson; Sean Rutherford; Messrs. J. H. Robson, J. Wellbelove, T. A. King, Geo. Serls, H. Fairfield, Geo. Bennett, J. Gillespie, C. B. Watts, H. Sellers (Fort William), Mr. H. Sellers (Winnipeg), Wm. Mohler, W. W. Cumming, Jas. Carson, W. A. Matheson, and C. N. Bell, Secretary.

Members assembled at 10 a.m. October 9. Minutes of the meeting held October 24 and 25, 1927, were read and confirmed.

A general interchange of views on the condition and character of the grain included in the crop of Western Canada this season then took place. Mr. Jas. Fraser, Chief Grain Inspector, and Dr. Birchard, Chemist, answering many inquiries for information.

Moved by W. A. Matheson and A. E. Wilson, "That the Board of Grain Commissioners be recommended that the Hon. W. R. Motherwell, Minister of Agriculture, be appointed to membership in this Board"—Carried unanimously.

Moved by C. B. Watts and A. E. Wilson, "That the Board of Grain Commissioners be recommended to place in membership on this Standards Board, the sitting Minister of Agriculture for the Dominion, and the sitting Ministers of Agriculture for the provinces of Manitoba, Saskatchewan and Alberta."—Carried unanimously.

The members then adjourned to the room containing the grain samples of the crop as procured by the Chief Grain Inspector, and during the remainder of October 9 and on October 10, prepared samples for acceptance as standards.

In each case by unanimous vote, the standards for Commercial Grades, Four, Five and Six wheat were selected and established.

The following resolutions were then passed by unanimous vote of all present, viz:—

1st. "That all barley not good enough to grade as No. 4 be graded as 'feed' in the discretion of the inspector."

2nd. "That all wheat not good enough to grade as No. 6 be graded 'Feed' in the discretion of the inspector.

3rd. "A committee be, and is hereby appointed under the provisions of the Canada Grain Act, to meet, and if it proves to be necessary on account of climatic conditions, to select and establish other Commercial Grades of grain. The members of this committee to be the chairman, vice-chairman and all members of this board resident in Winnipeg."

4th. "Moved by George Bennett and J. H. Robson, That the Board of Grain Commissioners be requested to provide that in addition to the railway and sleeping car fare, members of the Western Grain Standards Board be allowed fifteen dollars (\$15) per diem allowance to cover maintenance expenses while en route, and during the time taken in selecting the grain standards."—Carried unanimously.

The meeting adjourned.

(Sgd.) C. N. BELL,
Secretary

PART II—GRAIN SURVEY BOARDS

1. *Toronto*.—D. Plewes, D. O. Ellis, A. O. Hogg, H. H. Goode, D. A. Campbell, S. Hisey, C. B. Watts, R. I. Braiden, C. W. Band, Murray Brown, W. H. McCarthy; F. D. Tolchard, Secretary.

2. *Montreal*.—C. B. Esdaile, A. G. Burton, Alfred Chaplin, Jos. Quintanilla, J. M. Vittie, Robert Hume; H. C. Beatty, Secretary.

REPORTS OF THE SURVEY BOARDS FOR THE YEAR ENDED AUGUST 31, 192

—	Number of Surveys Held	Number of Surveys Raised	Number of Surveys Lowered	Number of Surveys Sustained
Montreal.....	8	3	Nil	5
Toronto.....	Nil	Nil	Nil	Nil

PART III—BOARDS OF GRAIN APPEAL

1. *Winnipeg*.—Geo. Serls, Chairman; R. C. Steele, P. V. Wright, Walter Duncan, Alfred F. Moore, Geo. J. Wells, Jas. McMahon, S. C. Swanton, J. Thompson; C. N. Bell, Secretary.

2. *Calgary*.—Geo. Hill, Chairman; W. McLeod, S. J. Ewing, Arthur Pierson, J. A. Harris, E. J. Munson, C. W. Roenisch, D. L. McLean, William W. Cumming; D. O. McHugh, Secretary.

3. *Edmonton*.—C. R. Manahan, Chairman; W. H. Boyle, L. T. Ingraham, F. J. Wolfe, Clyde C. Gillies, R. H. Settle, A. Fraser, J. A. Kyle, J. W. Allen, John Blue, Secretary.

REPORTS OF THE APPEAL BOARDS FOR THE YEAR ENDED AUGUST 31, 192

—	Number of Appeals Held	Number of Appeals Raised	Number of Appeals Lowered	Number of Appeals Sustained
Winnipeg.....	2,004	131	21	1,852
Calgary.....	1,672	321	28	1,323
Edmonton.....	1,496	165	7	1,324

CHAPTER II

REPORT OF MR. J. D. FRASER, CHIEF GRAIN INSPECTOR

WINNIPEG, MAN., November 1, 1928.

The Secretary,
Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—Herewith is my annual report for the crop year ending July 1, 1928.

WESTERN INSPECTION DIVISION

The crop of the year 1927 was the third largest produced in the Western Inspection Division, being surpassed only by the crop of 1915 by 769 cars, and by the crop of 1923 by 3,452 cars.

The ripening and harvesting of the crop was much later than usual, and while the cutting was practically all completed during September, the harvesting and threshing operations were frequently and seriously delayed during September and the first part of October by rain and snow, which not only delayed operations but caused a very large proportion of the crop to be graded as No Grade Tough or Damp, on account of excess moisture. Better weather conditions during the later part of October, dried out much of the grain and substantially reduced the proportion of tough and damp grain. About 75 per cent of the threshing was completed by the end of October. Rain and snow during November made it impossible to complete the threshing before winter set in, with the consequence that quite a large quantity of grain had to be left in the fields and threshed in the spring of 1928. Rust in Manitoba and parts of Saskatchewan, and frost in parts of Saskatchewan and Alberta, together with excess moisture, materially lowered the quality and grade of a very large proportion of the crop of 1927.

The total inspections for the crop year of 1927-28 in the Western Division, amounted to 353,253 cars, as against 305,903 cars for the previous year.

The total inspections from August 1, 1927, to July 31, 1928, are made up as follows:—

	Cars		Cars
Wheat.....	300,879	Mixed grain.....	860
Oats.....	19,936	Buckwheat.....	8
Barley.....	19,065	Speltz.....	—
Flax.....	3,481	Corn.....	5
Rye.....	8,892	Screenings.....	127
Total.....			<u>353,253</u>

The grades of wheat show as follows:—

	Cars	Percentage
1 Hard, 1 Northern, 2 Northern, 3 Northern.....	92,606	30.78
No. 4, No. 5 and No. 6.....	60,381	20.07
No Grade Tough or Damp.....	130,428	43.34
Other grades.....	4,754	1.58
Amber Durum—All grades.....	11,342	3.77
White Spring—All grades.....	974	.32
Kota—All grades.....	63	.03
Winter—All grades.....	234	.08
Red Durum—All grades.....	97	.03
	<u>300,879</u>	<u>100%</u>

The grades of oats show as follows:—

	Cars	Percentage
No. 1, 2 and 3 Canada Western.....	4,224	21·19
Ex. 1 Feed, 1 Feed and 2 Feed.....	5,458	27·38
No Grade Tough or Damp.....	10,151	50·92
Other grades.....	103	·51
	<u>19,936</u>	<u>100%</u>

The grades of barley show as follows:—

	Cars	Percentage
No. 3 Extra, No. 3 and 4 Canada Western.....	4,864	25·51
Feed and Rejected.....	533	2·80
No Grade Tough or Damp.....	13,668	71·69
Other grades.....	—	—
	<u>19,065</u>	<u>100%</u>

The grades of flax seed show as follows:—

	Cars	Percentage
No. 1 Northwestern and 2 Canada Western.....	2,364	67·91
No. 3 Canada Western.....	287	8·25
No Grade Tough or Damp.....	791	22·72
Other grades.....	39	1·12
	<u>3,481</u>	<u>100%</u>

The grades of rye show as follows:—

	Cars	Percentage
No. 1, 2 and 3 Canada Western.....	4,170	46·90
No Grade Tough or Damp.....	4,222	47·48
Other grades.....	500	5·62
	<u>8,892</u>	<u>100%</u>

The number of cars of grain inspected at the various inspection points in the Western Division were as follows:—

	Cars		Cars
Winnipeg.....	235,410	Medicine Hat.....	3,480
Calgary.....	40,784	Superior.....	836
Edmonton.....	36,337	Vancouver.....	1,755
Moose Jaw.....	29,644	Prince Rupert.....	261
Saskatoon.....	4,746		
Total.....			<u>353,253</u>

A reinspection was called on 84,103 cars, or 23·80 per cent of total inspections, with results as follows:—

	Cars	Percentage	Percentage of Total Inspections
Left as graded.....	73,279	87·13	20·75
Grades raised.....	7,934	9·43	2·24
Grades lowered.....	825	·98	·23
Dockage raised.....	790	·94	·22
Dockage lowered.....	1,275	1·52	·36
	<u>84,103</u>	<u>100%</u>	<u>23·80%</u>

An appeal was called at Winnipeg on 1,994 cars with results as follows:—

	Cars	Percentage
Left as graded originally.....	1,842	92·37
Grades raised.....	131	6·57
Grades lowered.....	21	1·05
Dockage raised.....	nil	—
Dockage lowered.....	nil	—
	<u>1,994</u>	<u>100%</u>

An appeal was called at Calgary on 1,639 cars, with results as follows:—

	Cars	Percentage
Left as graded originally.....	1,296	79·07
Grades raised.....	241	14·70
Grades lowered.....	23	1·40
Dockage raised.....	5	·31
Dockage lowered.....	74	4·52
	<u>1,639</u>	<u>100%</u>

An appeal was called at Edmonton on 1,485 cars, with results as follows:—

	Cars	Percentage
Left as graded originally.....	1,167	78·58
Grades raised.....	163	10·98
Grades lowered.....	30	2·02
Dockage raised.....	48	3·24
Dockage lowered.....	77	5·18
	<u>1,485</u>	<u>100%</u>

RECAPITULATION OF APPEALS

	Cars	Percentage of 353,253 Cars, or Total Cars Inspected
Total cars appealed.....	5,118	1·448
Left as graded originally.....	4,305	1·218
Grades raised.....	535	·151
Grades lowered.....	74	·021
Dockage raised.....	53	·015
Dockage lowered.....	151	·043
		<u>1·448</u>

Shipments of grain from Fort William, Port Arthur, Vancouver and Prince Rupert, during the year August 1, 1927, to July 31, 1928:—

	Fort William and Port Arthur	Vancouver	Prince Rupert	Total
	Bushels	Bushels	Bushels	Bushels
Wheat.....	259,247,895	84,392,321	7,929,190	351,568,406
Oats.....	20,238,295	841,546	6,786	21,086,627
Barley.....	25,467,259	73,411		25,540,670
Rye.....	12,100,720	258,157		12,358,877
Flax Seed.....	4,089,902			4,089,902
Mixed grain.....	436,053			436,053
	<u>321,580,124</u>	<u>85,565,435</u>	<u>7,935,976</u>	<u>415,080,535</u>

TRADE AND COMMERCE

EASTERN INSPECTION DIVISION

RECEIPTS AND EXPENDITURES—YEAR ENDING JULY 31, 1928

	Montreal	Toronto	Total
Receipts—			
Inspection fees.....	\$ 78,876 00	\$ 857 00	\$ 79,733 00
Miscellaneous.....	13,065 25	333 98	13,399 23
	\$ 91,941 25	\$ 1,190 98	\$ 93,132 23
Expenditures—	Montreal	Toronto	Total
Salaries.....	\$ 30,275 60	\$ 7,660 00	\$ 37,935 60
Miscellaneous.....	7,340 51	1,245 15	8,585 66
	\$ 37,616 11	\$ 8,905 15	\$ 46,521 26

	Receipts	Expenditures		
Montreal.....	\$ 91,941 25	\$ 37,615 11	Surplus...	\$ 54,325 14
Toronto.....	1,190 98	8,905 15	Deficit...	7,714 17
	\$ 93,132 23	\$ 46,520 26	Surplus...	\$ 46,610 97
Less cost of Eastern Standards Board.....			\$ 334 81	
“ cost of audit.....			200 00	
				534 81
Net surplus.....				\$ 46,076 16

Yours truly,
(Sgd.) JAS. D. FRASER,
Chief Inspector.

CHAPTER III

REPORT OF MR. W. T. TODD, DEPUTY REGISTRAR

WINNIPEG, MAN., January 4, 1929.

F. J. RATHBONE, Esq.,
Secretary Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—I herewith submit a statement showing the work of the Registration Department for the crop year ended August 31, 1928:—

TOTAL BUSHELLS REGISTERED		TOTAL BUSHELLS REGISTERED FOR CANCELLATION	
Wheat.....	306,153,596-30	Wheat.....	312,425,701-30
Oats.....	22,760,994-33	Oats.....	22,802,076-16
Barley.....	21,309,618-47	Barley.....	21,286,647-00
Flax.....	3,477,565-00	Flax.....	4,567,715-36
Rye.....	12,604,107-24	Rye.....	12,562,656-30
Mixed grain.....	972,538-29	Mixed grain.....	1,456,751-49
Corn.....	94,766-44	Corn.....	97,093-46

Yours truly,
(Sgd.) W. T. TODD,
Deputy Registrar.

CHAPTER IV

REPORT OF MR. J. G. WHITE, CHIEF WEIGHMASTER

The Secretary,
Board of Grain Commissioners,
Fort William, Ontario.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1928.

ELEVATORS

The annual report covering the work of the Government weighing service presents little variation from year to year except as showing the increasing quantities of grain officially weighed into, and out of the elevators, and the continued expansion of elevator equipment and storage to keep pace with requirements for the more expeditious handling of the crop and to prevent as far as possible any congestion in the flow of grain from the producers to the sea board.

The report for the crop year ending July 31, 1927, showed thirty-two (32) elevators at Fort William and Port Arthur, six (6) public terminal and twenty-six (26) private, with a total storage capacity of seventy-one million seven hundred and five thousand (71,705,000) bushels.

During the crop year ending July 31, 1928, there have been thirty-three (33) elevators in operation at the Head of the Lakes, five (5) public and twenty-eight (28) private and hospital, which with additions to existing plants brings the total storage to eighty-three million, seven hundred and eighty thousand (83,780,000) bushels, an increase of 12,075,000 bushels over last year, thus enabling Fort William and Port Arthur to maintain their outstanding position as the largest grain handling and storage ports on the continent.

There has also been a very marked increase in the quantities of grain weighed into and out of the elevators at Vancouver. During the crop year under review there was weighed in and out over one hundred and eighty million (180,000,000) bushels of grain against about eighty and a half million (80,500,000) bushels in the previous year.

Due to the increase in elevators and the amount handled, it was necessary to increase the weighing staff at Vancouver in order to meet the demands of the trade.

The equipment for weighing and transferring grain in the elevators has been kept in good condition.

SCALES

There are 199 scales of varying capacity up to 75 tons in constant use in the elevators at Fort William and Port Arthur, over which approximately 695,984,250 bushels of grain has been weighed during the crop year ending July 31, 1928, and notwithstanding the enormously heavy duty to which they have been subjected, they have (with the constant services of an expert scale mechanic) been kept in good repair to meet the requirements for official weighing.

In addition to the above there are 91 scales in use in the Government Interiors at Moose Jaw, Saskatoon, Calgary, Edmonton, Prince Rupert, and the terminal elevators at Vancouver, or a total of 290 scales which have been subjected to a thorough inspection twice during the year. The semi-annual test

was made to insure the continued accuracy of the scales and for which no charge was made, and the regular annual inspection as provided for by the Weights and Measures Act was carried out—certificates of verification were issued and fees collected and remitted to the following district inspectors:—

Mr. J. B. Attridge, Winnipeg.....	\$ 2,283 75
Mr. E. B. Lorrimer, Regina.....	79 60
Mr. W. Wallace, Saskatoon.....	77 60
Mr. A. E. H. Cable, Calgary.....	75 30
Mr. J. McLeod, Edmonton.....	68 80
Mr. A. H. Dutton, Prince Rupert.....	68 85
Mr. A. H. Dutton, Vancouver.....	542 60
	<hr/>
	\$ 3,196 50

(See detailed statement attached.)

EASTERN DIVISION SCALE INSPECTION

The inspection of scales in the elevators at Goderich, Sarnia, Owen Sound, Port McNicoll, Depot Harbour, Midland, Tiffin, Port Colborne, Peterborough, Montreal, Quebec, St. John, and Halifax was carried out by Mr. A. A. Bowen, Inspector in charge at Montreal.

WEIGHING STAFF

Number of outside men August 1, 1927.....	122
Number of office staff August 1, 1927.....	11
Number of men engaged, 1927.....	12
Transferred from office to outside.....	1
Transferred from Keewatin to outside.....	1
	<hr/>
	14
	<hr/>
	147
Laid off January, 1928.....	12
Resigned.....	2
Died.....	1
	<hr/>
	15
	<hr/>
	132
Re-engaged April, 1928.....	7
	<hr/>
At Fort William and Port Arthur, July 31, 1928.....	139
At Kenora.....	1
At Keewatin.....	3
At Winnipeg—Office staff.....	7
At Winnipeg—Weighmen.....	17
At Winnipeg—Seal and leak inspectors.....	30
At Portage la Prairie.....	2
At Moose Jaw.....	3
At Saskatoon.....	5
At Medicine Hat.....	3
At Calgary.....	10
At Edmonton.....	3
At Prince Rupert.....	2
At Vancouver.....	22
	<hr/>
Total number on weighing staff August 1, 1928.....	247

LEAK AND SEAL INSPECTION

Following is a report of the work of the Leak and Seal Inspectors in the railway yards at Winnipeg and Transcona for the year ending July 31, 1928:—

	Cars inspected	Cars leaking and defective	Per cent.
Canadian Pacific Railway yards.....	152,176	45,449	29.1
Canadian National Railway yards.....	71,813	13,055	18.1
Grand Trunk Pacific yards.....	53,108	8,415	15.8
Total.....	277,097	66,919	Avg. 21

SUMMARY

Cars inspected.....	277,097
Cars leaking and defective.....	66,919
Condition reports completed for the grain trade.....	41,723

In completing the above large number of condition reports, their own forms partly filled in are supplied by the different companies, and a great amount of clerical work is required in the Weighmaster's office in searching the records, checking entries already on the forms, and supplying further information required, such as date of inspection, kind and grade of grain, seal record and condition at inspection, seal record at destination, date and where unloaded, depth of load and weight per bushel, outturn weight and condition of car at unloading, making the condition report practically a complete record of the car on that particular trip.

As condition reports assist shippers in the collection of claims for shortages, arrangements have been made to charge a fee for supplying these records.

WEIGHING

Following are the quantities of grains which were weighed into and out of the elevators at Fort William, Port Arthur and western points during the crop year ending July 31, 1928:—

RECEIPTS AND SHIPMENTS

Receipts	Cars	Bushels
All grains.....	248,552	351,875,756
Screenings, 5,422 tons.....	196	
Shipments—Rail.....	24,931	35,399,490
1,298 cargoes—Lake.....		308,709,003
Screenings 87,483 tons.....		
Total Fort William-Port Arthur.....	273,679	695,984,249
At Kenora.....	2,685	4,020,598
At Keewatin.....	6,615	9,373,641
At Transcona.....	12,650	16,794,807
At Winnipeg.....	28,721	41,926,331
At Portage la Prairie.....	1,845	2,591,717
At Moose Jaw.....	5,434	7,607,600
At Saskatoon.....	3,864	5,409,600
At Medicine Hat.....	4,097	5,735,800
At Calgary.....	13,638	19,093,200
At Edmonton.....	2,015	2,821,000
Government Interior Elevators—		
At Moose Jaw.....	3,311	4,761,089
At Saskatoon.....	2,953	4,476,542
At Calgary.....	7,002	10,808,693
At Edmonton.....	6,750	9,003,274
At Prince Rupert—Receipts.....	6,181	8,145,459
Other shipments.....		7,935,917
Screenings, 2,885 tons.....		
At Vancouver—Receipts.....	63,174	88,432,279
Rail shipments.....	2,232	2,423,315
Ocean shipments, 503 cargoes.....		79,731,456
Screenings, 14,911 tons.....		
	446,846	1,027,076,567

REPORT OF CARS ARRIVING AT DESTINATION WITH MISSING OR DEFECTIVE SEALS
DURING THE CROP YEAR ENDING JULY 31, 1928

Month	Canadian Pacific Railway	Canadian National Railways	Total
1927—August.....	97	47	144
September.....	333	123	456
October.....	1,496	859	2,355
November.....	1,837	1,286	3,123
December.....	999	917	1,916
1928—January.....	585	562	1,147
February.....	247	212	459
March.....	99	94	193
April.....	34	17	51
May.....	409	370	779
June.....	448	503	951
July.....	401	459	860
	6,985	5,449	12,434

Summary—

Via Canadian Pacific Railway.....	6,985
Via Canadian National Railways.....	5,449
	<u>12,434</u>

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION DURING THE CROP YEAR
ENDING JULY 31, 1928

CANADIAN PACIFIC RAILWAY

Month	Grn. door	Drpost	End	Draw- bar	Side	K.B.	Floor	Totals
<i>1927</i>								
August.....	56	34	107	26	199	.....	21	443
September.....	92	147	209	77	917	5	48	1,495
October.....	412	390	781	276	1,793	5	133	3,790
November.....	637	313	575	358	1,843	1	35	3,762
December.....	135	82	150	80	1,091	2	18	1,558
<i>1928</i>								
January.....	100	74	121	42	581	2	3	923
February.....	47	44	77	32	822	.....	15	1,037
March.....	21	52	30	13	202	1	5	324
April.....	10	17	76	3	120	.....	2	228
May.....	185	217	465	108	1,475	1	20	2,471
June.....	137	141	399	124	550	4	22	1,377
July.....	104	100	219	85	344	1	28	881
Totals.....	1,936	1,611	3,209	1,224	9,937	22	350	18,289

REPORT OF CARS ARRIVING LEAKING (Continued)
CANADIAN NATIONAL RAILWAYS

Month	Grn. door	Drpost	End	Draw- bar	Side	K.B.	Floor	Totals
1927								
August.....	8	7	54	23	213	1	4	310
September.....	59	195	3	30	565		20	872
October.....	212	410	45	175	1,630	1	48	2,521
November.....	137	268	39	130	1,035	3	30	1,642
December.....	103	156	6	61	696	1	17	1,040
1928								
January.....	114	288	15	53	866		5	1,341
February.....	10	6	60	20	233		5	334
March.....	6	8	50	14	185	1	3	267
April.....	4	3	20		39			66
May.....	126	250	41	118	995	4	18	1,552
June.....	103	109	37	132	730	8	30	1,149
July.....	166	234	310	42	354	2	17	1,125
Totals.....	1,048	1,934	680	798	7,541	21	197	12,219

SUMMARY

Canadian Pacific Railway.....	18,289
Canadian National Railways.....	12,219
Total.....	30,508
Cars transferred on account of bad order.....	97

SHORTAGES—CARS

The primary object of the Government grain weighing service is for the protection of both the seller and the buyer, thus making it a very vital factor in the grain trade. As a matter of fact all the business in the terminals is based on correct weights, and to this end the scales and weighing equipment in the terminals are under constant observation and kept in first-class condition and every care is taken to get accurate weights and maintain confidence in the validity of the government weight certificates.

During the crop year ending July 31, 1928, there were 30,508 leak reports sent out to shippers and only 218 complaints came to us direct; investigations showed that the greater number of the latter were due to leaking cars, and where evidence was found indicating that a mix or mistake had occurred at unloading, adjustments were secured or recommended for 5,012 bushels, including leaks.

Considering that 446,846 cars were weighed during the crop year, the number of complaints of shortages on the outturns are remarkably small and indicates that the Government grain weighmen have exercised close and careful supervision over the weighing.

SHORTAGES—VESSELS

Cargoes loaded at Fort William and Port Arthur for the crop year, and unloaded at Canadian ports reported shortages varying from 2 pounds to 40 pounds per 1,000 bushels on wheat, an average of 18 pounds per 1,000 bushels, and on coarse grain 37.5 pounds per 1,000 bushels. Conditions prevalent at Canadian ports show little variation from previous years, some elevators continue to report outturns with an average shortage of only 7 pounds per 1,000 bushels and others with an average shortage of 34 pounds per 1,000 bushels on wheat.

Outturns on Canadian cargoes unloaded at American ports show from 5 pounds over to 22 pounds short per 1,000 bushels, or an average shortage of 5 pounds per 1,000 bushels on wheat, and the average shortage on coarse grains was 34 pounds per 1,000 bushels.

On total lake shipments of 253,734,822 bushels of wheat to Canadian and American ports during the crop year ending July 31, 1928, the general average shortage was reported as 5 pounds per 1,000 bushels, which remarkably low average would apparently be due to overages reported on a number of cargoes unloaded at American ports.

There were a number of serious shortages reported on the outturn of cargoes, but a recheck showed the loading weights to be correct, and on a careful investigation at the loading elevators, nothing was found to cause a shortage at loading.

ANNUAL WEIGH-UP

Stocks in the five (5) public terminals at the head of the lakes were heavy in July, 1928, and to avoid unnecessary handling it was found advisable to allow them to be reduced by shipment before commencing the weigh-up, which was carried on at intervals during August and completed on the 31st, some three and a half million bushels being weighed and transferred and the usual itemized statements of the correct quantities of each grade in store were prepared and forwarded to the board.

The inspection of scales and the annual audit of all grain in store at the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton, and the Terminals at Vancouver was made in August and a report of the correct quantities and grades in store was prepared and sent to the board.

At their own request, a number of private elevators were weighed-up and for this service a fee of 50 cents per 1,000 bushels was charged.

ORGANIZATION

Owing to the increase in elevators and expansion of trade, it was necessary to increase the weighing staff to take care of the work. The men have shown themselves competent and loyal, and under the supervision of Mr. J. T. Hollinshead, Assistant Chief Weighmaster at the head of the lakes, Mr. W. Adams, Weighmaster at Winnipeg, and Mr. S. M. Capon, Weighmaster at Vancouver, they have carried out their duties efficiently and their work has been satisfactory to the trade wherever they have been stationed.

J. G. WHITE,
Chief Weighmaster.

January 2, 1929.

GRAIN COMMISSION

19

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspections as occasion called for
<i>Public Terminals—</i>					Lbs.					\$ cts.		
Grand Trunk Pacific.....	1910	5,750,000	10 hoppers.....	Gurney.....	120,000	5	5	1910	Annually....	120 00	Semi-annually..	1 special test.
Canadian Government.....	1913	3,250,000	10 hoppers.....	Fairbanks.....	120,000	5	5	1913	Annually....	120 00	Semi-annually..	1 special test.
Saskatchewan Pool No. 4.....	1917	6,425,000	8 hoppers.....	Gurney.....	120,000	4	4	1917	Annually....	96 00	Semi-annually..	1 special test.
Saskatchewan Pool No. 6.....	1920	7,500,000	9 hoppers.....	Fairbanks.....	120,000	5	4	1920	Annually....	108 00	Semi-annually..	
<i>Private and Hospital—</i>												
Northland "D".....	1896	7,500,000	3 hoppers.....	Fairbanks.....	96,000	3		1896	Annually....	36 00	Semi-annually..	
".....	1908		4 hoppers.....	Gurney.....	96,000	4		1908	Annually....	48 00	Semi-annually..	
".....	1908		4 hoppers.....	Gurney.....	120,000		4	1908	Annually....	48 00	Semi-annually..	1 special test.
".....	1914		5 hoppers.....	Gurney.....	60,000		5	1914	Annually....	40 00	Semi-annually..	
".....	1908	3,000,000	4 hoppers.....	Gurney.....	120,000		4	1914	Annually....	48 00	Semi-annually..	
Ogilvie.....	1908		2 hoppers.....	Fairbanks.....	30,000		2	1908	Annually....	12 00	Semi-annually..	1 special test.
".....	1908		2 hoppers.....	Fairbanks.....	100,000		4	1903	Annually....	96 00	Semi-annually..	1 special test.
Saskatchewan Pool No. 8 (B. & E.)	1903	2,500,000	8 hoppers.....	Fairbanks.....	72,000		4	1903	Annually....	20 00	Semi-annually..	1 special test.
".....	1903		2 hoppers.....	Fairbanks.....	96,000		2	1909	Annually....	36 00	Semi-annually..	1 special test.
Consolidated.....	1909	1,750,000	3 hoppers.....	Fairbanks.....	120,000		2	1911	Annually....	36 00	Semi-annually..	
2nd Unit.....	1911		3 hoppers.....	Gurney.....	120,000		2	1911	Annually....	96 00	Semi-annually..	
Empire.....	1904	1,750,000	8 hoppers.....	Fairbanks.....	96,000		4	1904	Annually....	36 00	Semi-annually..	
Thunder Bay.....	1908	1,500,000	3 hoppers.....	Fairbanks.....	120,000		3	1908	Annually....	36 00	Semi-annually..	1 special test.
Western Terminal.....	1907	2,850,000	3 hoppers.....	Fairbanks.....	96,000		2	1907	Annually....	48 00	Semi-annually..	
2nd unit.....	1914		4 hoppers.....	Fairbanks.....	120,000		2	1914	Annually....	48 00	Semi-annually..	
3rd unit.....	1923		4 hoppers.....	Fairbanks.....	120,000		2	1923	Annually....	72 00	Semi-annually..	
Fort William "F".....	1913	1,750,000	6 hoppers.....	Gurney.....	96,000		6	1913	Annually....	36 00	Semi-annually..	
Western Grain.....	1915	250,000	3 hoppers.....	Gurney.....	120,000		3	1913	Annually....	12 00	Semi-annually..	
".....			2 hoppers.....	Fairbanks.....	30,000		1	1915	Annually....	12 00	Semi-annually..	1 special test.
".....			1 hopper.....	Fairbanks.....	96,000		S. & R.	1916	Annually....	12 00	Semi-annually..	1 special test.
Wheat Pool No. 2.....	1905	300,000	1 hopper.....	Fairbanks.....	42,000		1	1905	Annually....	8 00	Semi-annually..	1 special test.
New Workhouse.....	1923	325,000	2 hoppers.....	Fairbanks.....	120,000		1	1923	Annually....	24 00	Semi-annually..	1 special test.
McCabes.....	1912	35,000	1 hopper.....	Fairbanks.....	12,000		S. & R.	1912	Annually....	3 50	Semi-annually..	
Bole Grain Co.....	1912	20,000	1 hopper.....	Gurney.....	12,000		S. & R.	1912	Annually....	3 50	Semi-annually..	
".....			1 platform.....	B. S. & M.....	600			1913	Annually....	1 00		
".....			1 automatic.....	Richardson.....	180		Bagger	1913	Annually....	2 55		
".....	1916	60,000	1 hopper.....	Fairbanks.....	60,000		S. & R.	1916	Annually....	8 00	Semi-annually..	1 special test.
".....			1 platform.....	B. S. & M.....	1,200			1918	Annually....	1 50		
".....			1 automatic.....	Richardson.....	180		Bagger	1918	Annually....	2 70		
".....			1 hopper.....	Gurney.....	200,000			1918	Annually....	20 00	Semi-annually..	
".....	1918	85,000	1 hopper.....	Gurney.....	30,000		S. & R.	1918	Annually....	6 00	Semi-annually..	1 special test.
".....	1916	1,100,000	2 hoppers.....	Fairbanks.....	96,000		1	1916	Annually....	24 00	Semi-annually..	
".....			2 hoppers.....	Fairbanks.....	60,000		2	1918	Annually....	16 00	Semi-annually..	
".....	1916	1,000,000	3 hoppers.....	Gurney.....	120,000		1	1916	Annually....	36 00	Semi-annually..	
".....			1 hopper.....	Fairbanks.....	84,000		1	1926	Annually....	12 00	Semi-annually..	1 special test.
".....	1917	1,750,000	2 hoppers.....	Gurney.....	120,000		1	1917	Annually....	24 00	Semi-annually..	1 special test.
".....			1 hopper.....	Gurney.....	96,000		1	1917	Annually....	12 00	Semi-annually..	1 special test.
".....	1918	2,100,000	4 hoppers.....	Gurney.....	120,000		2	1918	Annually....	48 00	Semi-annually..	1 special test.
".....	1918	3,500,000	7 hoppers.....	Gurney.....	120,000		4	1918	Annually....	84 00	Semi-annually..	
".....	1921	180,000	1 hopper.....	Fairbanks.....	84,000		S.	1921	Annually....	12 00	Semi-annually..	
		56,230,000								1,644 75		

REPORT OF SCALE INSPECTION IN ELEVATORS AT FORT WILLIAM AND PORT ARTHUR, ALSO INTERIOR, YEAR 1928.—*Con.*

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspections as occasion called for
<i>Private and Hospital—Concluded</i>												
Superior.....	1922	Bush. 900,000	3 hoppers.....	Gurney.....	Lbs. 120,000	2	1	1922	Annually...	\$ cts. 36 00	Semi-annually..	1 special test.
Northwestern.....	1922	3,000,000	3 hoppers.....	Gurney.....	120,000	3	.....	1922	Annually...	36 00	Semi-annually..	
New Workhouse.....	1925	.....	3 hoppers.....	Gurney.....	120,000	1	2	1925	Annually...	36 00	Semi-annually..	
Stewarts.....	1923	2,000,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	1 special test.
Bawlf.....	1923	2,350,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	1 special test.
Reliance.....	1924	2,450,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1924	Annually...	60 00	Semi-annually..	1 special test.
Patersons "O".....	1927	2,500,000	4 hoppers.....	Gurneys.....	150,000	2	2	1927	Annually...	54 00	Semi-annually..	
United Grain Growers "A".....	1927	5,500,000	1 hopper.....	Fairbanks.....	60,000	1	.....	1924	Annually...	.....	Semi-annually..	
Saskatchewan Pool No. 7.....	1928	5,900,000	7 hoppers.....	Fairbanks.....	150,000	4	3	1927	Annually...	94 50	Semi-annually..	
Searles.....	1928	3,000,000	11 hoppers.....	Gurney.....	150,000	6	5	1928	Annually...	148 50	Semi-annually..	
			4 hoppers.....	Fairbanks.....	150,000	2	2	1928	Annually...	54 00	Semi-annually..	
<i>Government Interiors—</i>												
Moose Jaw.....	1914	83,830,000	6 hoppers.....	Fairbanks.....	120,000	3	3	1914	Annually...	2,283 75	Semi-annually..	1 special test.
		3,250,000	2 automatic.....	Fairbanks.....	180	Baggers	.....	1915	Annually...	72 00	Semi-annually..	
Saskatoon.....	1914	3,250,000	2 platform.....	Gurney.....	1,200	.....	.....	1915	Annually...	4 60	Semi-annually..	
			6 hoppers.....	Gurneys.....	120,000	3	3	1914	Annually...	3 00	Semi-annually..	
Calgary.....	1915	2,500,000	2 automatic.....	Fairbanks.....	180	Baggers	.....	1915	Annually...	72 00	Semi-annually..	
			1 platform.....	Fairbanks.....	600	.....	.....	1915	Annually...	4 60	Semi-annually..	
			6 hoppers.....	Fairbanks.....	120,000	3	3	1915	Annually...	1 00	Semi-annually..	
Edmonton.....	1924	2,500,000	1 automatic.....	Fairbanks.....	180	Baggers	.....	1915	Annually...	72 00	Semi-annually..	
			5 hoppers.....	Fairbanks.....	600	.....	.....	1915	Annually...	2 30	Semi-annually..	
			3 automatics.....	Fairbanks.....	120,000	3	2	1915	Annually...	1 00	Semi-annually..	
Prince Rupert.....	1925	1,250,000	1 platform.....	Gurney.....	180	Baggers	.....	1924	Annually...	60 00	Semi-annually..	
			5 hoppers.....	Richardson.....	500	.....	.....	1924	Annually...	7 80	Semi-annually..	
				Fairbanks.....	120,000	3	.....	1924	Annually...	1 00	Semi-annually..	
				Gurney.....	120,000	.....	2	1925	Annually...	60 00	Semi-annually..	
<i>Vancouver, B.C.—</i>												
Pacific Terminals (H.C. No. 1)...	1916	1,250,000	3 hoppers.....	Fairbanks.....	120,000	.....	3	1916	Annually...	36 00	Semi-annually..	
			3 automatics.....	Richardson.....	10,000	3	.....	1916	Annually...	54 00	Semi-annually..	
			4 automatics.....	Richardson.....	180	Baggers	.....	1916	Annually...	12 60	Semi-annually..	
No.1 Annex.....	1923	600,000	1 platform.....	Fairbanks.....	1,000	.....	.....	1922	Annually...	1 00	Semi-annually..	
Vancouver Terminal.....	1924	2,250,000	3 hoppers.....	Fairbanks.....	72,000	3	.....	1923	Annually...	30 00	Semi-annually..	
			5 hoppers.....	Fairbanks.....	120,000	2	3	1924	Annually...	60 00	Semi-annually..	
Alberta Wheat Pool (H.C. No. 2)...	1924	1,750,000	1 hopper.....	Gurney.....	132,000	1	.....	1925	Annually...	13 00	Semi-annually..	
			4 hoppers.....	Gurney.....	120,000	.....	4	1924	Annually...	56 00	Semi-annually..	
			6 hoppers.....	Gurney.....	72,000	6	.....	1924	Annually...	60 00	Semi-annually..	
Burrard (U. G. G. Co.).....	1923	1,630,000	2 hoppers.....	Fairbanks.....	120,000	.....	2	1923	Annually...	24 00	Semi-annually..	
Columbia Grain Co.....	1924	100,000	2 hoppers.....	Gurney.....	60,000	2	.....	1924	Annually...	16 00	Semi-annually..	
			2 hoppers.....	Fairbanks.....	60,000	2	.....	1924	Annually...	16 00	Semi-annually..	
Alberta Pool No. 1.....	1928	2,400,000	1 hopper.....	Fairbanks.....	120,000	.....	1	1924	Annually...	12 00	Semi-annually..	
Midland Pacific.....	1928	500,000	7 hoppers.....	Fairbanks.....	120,000	4	3	1928	Annually...	84 00	Semi-annually..	
			3 hoppers.....	Gurney.....	120,000	1	2	1928	Annually...	36 00	Semi-annually..	
<i>Victoria, B.C.—</i>												
Panama Pacific Grain Co.....	1928	1,000,000	1 hopper.....	Gurney.....	120,000	.....	1	1928	Annually...	12 00	Semi-annually..	
			2 hoppers.....	Gurney.....	72,000	2	.....	1928	Annually...	20 00	Semi-annually..	
Total storage.....		108,060,000								\$ 3,187 65		

CHAPTER V

“ A ”—REPORT OF LICENSING AND BONDING FOR THE SEASON
OF 1927-1928

During the license year of 1927-28, commencing September 1, 1927, and ending August 31, 1928, 254 firms and individuals applied for licenses as required by the provisions of the Canada Grain Act.

Five thousand and ten applications were received, an increase of 341 over the previous season; 9 of the applications were withdrawn for various reasons, and 5,001 licenses were issued.

APPLICATIONS RECEIVED AND LICENSES ISSUED

Kind of License	Applications		Licenses issued
	Received	Withdrawn	
Track buyers.....	85	1	84
Commission merchants.....	92		92
Primary grain dealers.....	3		3
Public terminal elevators.....	11		11
Private elevators.....	81	1	80
Public elevators.....	18		18
Manufacturing elevators.....	16		16
Elevator space.....	1		1
Country elevators.....	4,703	7	4,696
	5,010	9	5,001

At August 31, 1928, there were 4,856 elevators in the Western Inspection Division, with a total storage capacity of 265,193,350 bushels, an increase since August 31, 1927, of 309 elevators, with increased storage of 21,307,150 bushels.

ELEVATOR STORAGE CAPACITY—WESTERN INSPECTION DIVISION—AS AT
AUGUST 31, 1928.

Kind of Elevator	Number of Elevators	Capacity
Country elevators.....	4,751	Bushels 156,947,200
Public terminal elevators.....	10	39,025,000
Private elevators.....	78	66,735,000
Manufacturing elevators.....	17	2,486,150
	4,856	265,193,350

The records of the board show that 78 of the 4,856 country elevators, with an approximate storage capacity of 2,340,000 were not in operation at any time during the season.

Of the 10 public terminal elevators 5 are located at the head of the lakes, with total storage capacity of 24,925,000 bushels; 4 at interior points, capacity 12,000,000 bushels; and 1 at Vancouver, with storage capacity of 2,100,000 bushels.

PUBLIC TERMINAL AND PRIVATE ELEVATORS IN THE WESTERN INSPECTION DIVISION, AS AT AUGUST 31, 1928

Location	Public Terminal Elevators		Private Elevators	
	No.	Capacity	No.	Capacity
Fort William.....	2	7,750,000	15	25,290,000
Port Arthur.....	3	17,175,000	12	22,325,000
	5	24,925,000	27	47,615,000
Interior Points.....	4	12,000,000	39	11,725,000
Pacific coast.....	1	2,100,000	12	7,395,000
Totals.....	10	39,025,000	78	66,735,000

In the Eastern Inspection Division, the only elevators under the jurisdiction of the board are the public elevators, of which there are 27, with a total storage capacity of 47,610,000. Fifteen of these elevators are located in Ontario, with capacity of 28,600,000 bushels; 7 at Montreal and Quebec, storage 15,310,000 bushels; and 5 at the Atlantic coast, in the Maritime Provinces, with storage capacity of 3,700,000 bushels.

The appended statements shows:—

Licenses issued during the past 17 years.

Comparative summary of elevators, together with storage capacities, from 1911-12 to 1927-28.

Summary of elevators in the Western and Eastern Inspection Divisions, as at August 31, 1928.

STATEMENT SHOWING NUMBER AND KIND OF LICENSES ISSUED DURING THE SEASONS 1911-12 TO 1927-28

Kind	1927-1928	1926-1927	1925-1926	1924-1925	1923-1924	1922-1923	1921-1922	1920-1921	1919-1920	1918-1919	1917-1918	1916-1917	1915-1916	1914-1915	1913-1914	1912-1913	1911-1912
Country elevators and warehouses.....	4,696	4,349	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Public terminal elevators.....	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14	*23	34*
Private elevators.....	80	67	64	63	60	32	29	25	17	18	20	21	19	18	13		
Public elevators.....	18	17	17	11	10	10	13	11	16	16	18	16	18	18	20		
Manufacturing elevators	16	10	10	12	11	9	14					1	18	18			
Elevator space.....	1	3	3	2	2	2						7	10	7	3	19	58
Track buyers.....	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Primary grain dealers..	3	3	3	3	4	6	3	2									
Total number issued...	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,666	3,379	2,924	2,830	2,546	2,271

* Licensed as Terminal elevators.

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST SEVENTEEN YEARS,
(AS AT DECEMBER 1 EACH YEAR)

License Year	Stations	Elevators	Warehouses	Capacity
1911-12.....	937	2,037	31	108,649,900
1912-13.....	1,048	2,319	37	127,224,550
1913-14.....	1,217	2,607	24	154,765,000
1914-15.....	1,247	2,813	28	168,624,000
1915-16.....	1,334	3,059	19	180,988,000
1916-17.....	1,400	3,360		193,844,000
1917-18.....	1,463	3,694		211,591,800
1918-19.....	1,484	3,777		221,279,964
1919-20.....	1,511	3,797		226,256,970
1920-21.....	1,542	3,855		231,213,620
1921-22.....	1,559	3,924		231,633,420
1922-23.....	1,578	4,020		238,107,420
1923-24.....	1,620	4,169		251,194,620
1924-25.....	1,704	4,324		269,900,620
1925-26.....	1,745	4,416		281,746,560
1926-27.....	1,798	4,558		284,818,200
1927-28.....	1,852	4,823		310,832,200

SUMMARY OF ELEVATORS AND WAREHOUSES IN THE EASTERN AND WESTERN
INSPECTION DIVISIONS AS AT AUGUST 31, 1928

Province	Stations	Elevators	Capacity
			Bushels
MANITOBA—			
Country elevators.....	382	690	21,661,300
Manufacturers elevators.....	2	6	1,424,000
Private elevators.....	2 (4)	14	4,055,000
Total.....	386	710	27,140,300
SASKATCHEWAN—			
Country elevators.....	954	2,802	88,297,900
Manufacturers elevators.....	1 (2)	2	28,000
Public terminal elevators.....	(2)	2	7,000,000
Private elevators.....	1 (3)	4	2,510,000
Total.....	956	2,810	97,835,900
ALBERTA—			
Country elevators.....	497	1,256	46,909,000
Manufacturers elevators.....	1 (2)	3	720,000
Public terminal elevators.....	(2)	2	5,000,000
Private elevators.....	1 (4)	18	3,410,000
Total.....	499	1,279	56,039,000
BRITISH COLUMBIA—			
Country elevators.....	2	2	39,000
Manufacturers elevators.....	3	5	129,150
Public terminal elevators.....	(1)	1	2,100,000
Private elevators.....	1 (3)	12	7,395,000
Total.....	6	20	9,663,150
ONTARIO			
Country elevators.....	1	1	40,000
Manufacturers elevators.....	1	1	185,000
Public terminal elevators.....	(2)	5	24,925,000
Private elevators.....	2 (4)	30	49,365,000
Total.....	4	37	74,515,000
WESTERN DIVISION.....	1,851	4,856	265,193,350
ONTARIO—Public elevators.....	11	15	28,600,000
QUEBEC—Public elevators.....	2	7	15,310,000
NEW BRUNSWICK—Public elevators.....	1	3	2,200,000
NOVA SCOTIA—Public elevators.....	1	2	1,500,000
EASTERN DIVISION.....	15	27	47,610,000
Grand total.....	1,866	4,883	312,803,350

"B"—LOADING PLATFORMS

During the season of 1927-28 the board dealt with a number of petitions for the erection and extension of grain loading platforms.

At May 1, 1928, there were loading platforms at 2,273 points in Western Canada, at which farmers could load grain, without putting such grain through country elevators, into 5,574 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA (AS AT MAY 1, 1928)

Province	Number of Stations	Car Capacity
Manitoba.....	633	1,707
Saskatchewan.....	1,028	2,604
Alberta.....	582	1,200
British Columbia.....	22	47
Ontario.....	8	16
	2,273	5,574

"C"—CARS OUT OF TURN

By virtue of section 192 of the Canada Grain Act, the board is accorded certain discretionary powers in connection with the supplying of cars for the shipment of grain at country points. During the year 1927-28 the Board ordered one hundred and thirty (130) cars to be supplied out of turn for the relief of elevators in danger of collapse, for the shipment of seed grain, for grain urgently required for feeding and milling purposes, and for grain out of condition or insufficiently housed.

"D"—COMPLAINTS

During the year ending August 31, 1928, the board dealt with four hundred and thirty-eight (438) complaints relating to inspection and weighing of grain, shipments ex country elevators, etc.

CHAPTER VI

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES
AT FORT WILLIAM AND PORT ARTHUR TERMINALSFOR THE YEAR ENDING AUGUST 31, 1929. EFFECTIVE
SEPTEMBER 1, 1928

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925.

ELEVATION CHARGES

On straight grade, tough, damp, or wet grain, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days: flax, 2 cents per bushel; rye, $1\frac{1}{2}$ cents per bushel; wheat, oats and barley, $1\frac{1}{4}$ cents per bushel.

All tough, damp, wet condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3 per cent) or more, after deducting one-half of one per cent ($\frac{1}{2}$ per cent) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading car, five dollars (\$5) per bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the board of any public terminal elevator, the above tariff may be reduced insofar as that elevator is concerned, but such reduced charges must apply to all grain received at such elevator during the crop year 1928-29.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from September 1, 1928.

BOARD OF GRAIN COMMISSIONERS FOR CANADA,

F. J. RATHBONE,
Secretary.

FORT WILLIAM, ONT., September 4, 1928.

MAXIMUM TARIFF CHARGES—GOVERNMENT INTERIOR TERMINAL ELEVATORS AT SASKATOON, MOOSE JAW, CALGARY AND EDMONTON

FOR THE YEAR ENDING AUGUST 31, 1929, EFFECTIVE SEPTEMBER 1, 1928

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925, and amendments thereto.

ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one cent (1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fire-burnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract. Except that from November first

to April first tough grain will be received and stored under the terms and conditions applying to straight grade grain as provided in Sections 130 to 139 Canada Grain Act.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one and one-half cents ($1\frac{1}{2}$ c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, when the dockage contains no other grain of commercial value, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

Dockage 3 per cent to 5 per cent inclusive, $\frac{1}{2}$ c per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent inclusive, 1c. per bushel.

Over 10 per cent, $1\frac{1}{2}$ c. per bushel.

On wheat carrying a return of other grain of commercial value, except flax, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On wheat carrying a return of flax, an additional separation charge computed on gross weight of car, two cents (2c.) per bushel.

On all cars carrying a dockage of,—

Less than 5 per cent, no charge.

5 per cent to 10 per cent inclusive, 1c. per bushel.

Over 10 per cent, $1\frac{1}{2}$ c. per bushel.

Flax cleaned from any other grain containing broken particles that cannot be separated shall be classified as flax and broken wheat.

On flax carrying a dockage of,—

Less than 5 per cent, no charge.

From 5 per cent to 10 per cent inclusive, 1½c. per bushel.

Over 10 per cent, 2c. per bushel.

DRYING CHARGES

On tough grain, three cents (3c.) per bushel.

On damp or wet grain, five cents (5c.) per bushel.

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 Pounds
Oats.. . . .	50 "
Barley.. . . .	50 "
Flax.. . . .	56 "
Rye.. . . .	56 "
Mixed grain.. . . .	50 "

All charges for cleaning, drying or other treatments will be computed on gross weight, for elevation and storage on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

On bulkheads for their removal and other additional expense in handling and unloading car, five dollars (\$5) for each bulkhead.

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Sacking grain and loading to cars or other vehicles will be subject to rate agreed upon.

PREPARING CARS FOR LOADING

When paper is used in preparing cars there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received stored and treated subject to special charges to be agreed upon at the time subject to the approval of the Board of Grain Commissioners.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from September 1, 1927.

BOARD OF GRAIN COMMISSIONERS FOR CANADA.

F. J. RATHBONE,
Secretary.

FORT WILLIAM, ONT., September 16, 1928.

COUNTRY ELEVATORS

MAXIMUM TARIFF OF CHARGES FOR LICENSED COUNTRY ELEVATORS FOR THE PERIOD ENDING AUGUST 31, 1929. EFFECTIVE SEPTEMBER 1, 1928

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of The Canada Grain Act, 1925, and amendments thereto.

Maximum Rates—Special Bin Grain receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3c.) per bushel for flax, two and one-half cents ($2\frac{1}{2}$ c.) per bushel for wheat, barley and rye, and one and three-quarter cents ($1\frac{3}{4}$ c.) per bushel for oats.

Graded Storage and Subject to Grade and Dockage Grain.—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track: no elevator shall charge more than three cents (3c.) per bushel for flax, two cents (2c.) per bushel for wheat, barley and rye and one and three-quarter cents ($1\frac{3}{4}$ c.) per bushel for oats. Storage not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

Cleaning.—The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2c.) per bushel.

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in the shrinkage table as authorized by the Governor in Council and declared to form part of the tariff and Rules and Regulations for country elevators.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

Such shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

Dockage on Cash or Stored Grain.—No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

General.—When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow and ice, may be handled subject to agreement between the owner of the grain and the operator.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place, a diagram to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge, or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

6. No license will be granted for the operation of any country elevator the agent or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after license has been granted, such license will be subject to immediate cancellation.

RULES AND REGULATIONS FOR HANDLING GRAIN FOR WHICH SPECIAL BIN OR SUBJECT TO GRADE AND DOCKAGE TICKETS HAVE BEEN ISSUED, OR WHERE THERE IS DISAGREEMENT AS TO GRADE AND DOCKAGE

1. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue the grade offered by the elevator owner or operator to the owner of the grain and the following words: "Subject to Inspector's Grade and Dockage."

2. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

3. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

4. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners, and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain. The warehouseman shall be the custodian of the receptacle and of the sample.

5. In the case of subject to grade and dockage grain, a fair and proper sample of at least two quarts shall then be drawn in the presence of the owner of the grain from such receptacle, and forwarded in a suitable receptacle properly tied and sealed, and marked "Subject to Inspector's Grade and Dockage" to the Chief Inspector of Grain, and shall be accompanied by a request in writing of either or both parties aforesaid that the Chief Inspector will examine the sample and report on the grade and dockage the grain is in his opinion entitled to, and would receive if shipped to a terminal point and subjected to an official inspection.

6. After receiving the inspector's judgment, showing the grade and dockage the elevator operator shall in the case of cash tickets make settlement on the basis of the grade and dockage given by the Chief Inspector, and shall, in the case of subject to grade and dockage tickets, issue graded storage tickets showing the grade and dockage as given by the Chief Inspector for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original subject to grade and dockage tickets, after which the grain shall be subject to the rules and regulations covering graded stored grain.

7. Notwithstanding any regulation provided in paragraphs five and six of these regulations, if the identity of the grain has been preserved even though subject to grade and dockage tickets may have been issued therefor, if agreeable to the owner, the grain then may be handled in accordance with the provisions of the Canada Grain Act and rules and regulations relating to the special binning of grain in country elevators.

8. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets: "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the Chief Inspector, it will still grade "tough, damp or wet."

9. If the elevator operator fails at any time to draw and preserve such sample in the manner stated herein, the owner or operator must account to the owner of the grain for the grade designated by the said owner.

10. When submitting samples of grain to the Chief Inspector, elevator operators must have such samples properly marked either "Special Bin" or "Subject to Inspector's Grade and Dockage" as the case may be.

Approved by Board of Grain Commissioners for Canada.

F. J. RATHBONE,
Secretary.

Authorized by Order in Council P.C. 1601.

Dated at Ottawa, August 30, 1928.

SHRINKAGE TABLE

Wheat, Flax and Rye				Oats			Barley		
Gross bushels	Gross weight in pounds		Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.	lbs.		lbs.	lbs.		lbs.	lbs.
Up to and including 25 bushels...	1,500	1,400	5	Up to and including 25 bushels.....	850	5	Up to and including 25 bushels.....	1,200	5
Over 25 bushels. to 42 " ..	1,500 2,520	1,400 2,352	10	Over 25 bushels.. to 42 " ..	850 1,428	6	Over 25 bushels.. to 42 " ..	1,200 2,016	8
Over 42 " to 58 " ..	2,520 3,480	2,352 3,248	15	Over 42 " to 58 " ..	1,428 1,972	8	Over 42 " to 58 " ..	2,016 2,784	12
Over 58 " to 75 " ..	3,480 4,500	3,248 4,200	20	Over 58 " to 75 " ..	1,972 2,550	11	Over 58 " to 75 " ..	2,784 3,600	16
Over 75 " to 92 " ..	4,500 5,520	4,200 5,152	25	Over 75 " to 92 " ..	2,550 3,128	14	Over 75 " to 92 " ..	3,600 4,416	20
Over 92 " to 108 " ..	5,520 6,480	5,152 6,048	30	Over 92 " to 108 " ..	3,128 3,672	17	Over 92 " to 108 " ..	4,416 5,184	24
Over 108 " to 125 " ..	6,480 7,500	6,048 7,000	35	Over 108 " to 125 " ..	3,672 4,250	20	Over 108 " to 125 " ..	5,184 6,000	28
Over 125 " to 142 " ..	7,500 8,520	7,000 7,952	40	Over 125 " to 142 " ..	4,250 4,828	23	Over 125 " to 142 " ..	6,000 6,816	32
Over 142 " to 158 " ..	8,520 9,480	7,952 8,848	45	Over 142 " to 158 " ..	4,828 5,372	26	Over 142 " to 158 " ..	6,816 7,584	36

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in this shrinkage table as authorized by the Governor in Council and declared to form part of the tariff and Rules and Regulations for country elevators. All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in this schedule. This shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

The above Table applies to Cash, Special Binned and stored to grade grain.
Approved by Board of Grain Commissioners for Canada,

F. J. RATHBONE,
Secretary.

Authorized by Order in Council, P.C. 1601—Dated at Ottawa, August 30, 1928.

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES
AT VANCOUVER, BRITISH COLUMBIA

FOR THE YEAR ENDING AUGUST 31, 1929. EFFECTIVE SEPTEMBER 1, 1928

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1925, and amendments thereto:—

MAXIMUM ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire, for the first fifteen days, one and one-quarter cents (1¼c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fire-burnt grain may always be refused, if received and stored it will be only at the owner's risk of deterioration and under special contract, except that tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act and provisions included in the special provisions made for the port of Vancouver. (See Canada Grain Act, 1925, and amendments thereto.)

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On oats and barley carrying a dockage of five per cent (5%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading; they may be disposed of for account of whom it may concern.

The holder of warehouse receipts of shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said Department.

CLEANING CHARGES

On wheat, when the dockage contains no other grains of commercial value, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

Dockage 3 per cent to 5 per cent inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent, one cent (1c.) per bushel.

Dockage above 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of other grain of commercial value, except flax, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On oats, barley and rye, when the dockage contains no other grain of commercial value, there will be cleaning charges as follows:—

Less than 5 per cent, no charge.

Over 10 per cent, one and one-half cents (1½c.) per bushel.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax carrying a dockage of:—

From 5 per cent to 10 per cent inclusive, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, two cents (2c.) per bushel.

On flax carrying a return of other grains of commercial value, computed on gross weight of car, an additional separating charge of one cent (1c.) per bushel.

On tough grain, three cents (3c.) per bushel.

On damp or wet grain, five cents (5c.) per bushel.

Allowance for invisible loss and shrinkage on all cars as follows:—

Wheat.. . . .	30 pounds per car.
Oats.. . . .	50 "
Barley.. . . .	50 "
Mixed grain.. . . .	50 "
Rye.. . . .	56 "
Flax.. . . .	56 "

All charges for cleaning, drying or other treatment will be computed on gross weight of car; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges, whatsoever, must be paid before shipment.

On bulkheads for their removal or installation and other additional expense in handling and unloading cars, \$5 for each bulkhead.

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

For sacking grain the following charges will be made:—

1½ per bushel on sacks not exceeding 125 pounds

2 c. per bushel on sacks not exceeding 160 pounds

2½c. per bushel on sacks not exceeding 220 pounds

For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of screenings will be done only when conditions warrant it, and the superintendents of such terminal elevators will be the sole judge as to this.

Sacks and twine to be furnished by shipper or supplied at his expense. In case of machine sewing, one-half cent ($\frac{1}{2}$ c.) per sack will be charged for twine.

STENCILLING

A charge of one-half cent ($\frac{1}{2}$ c.) per sack will be made for stencilling.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from September 1, 1928.

BOARD OF GRAIN COMMISSIONERS FOR CANADA.

F. J. RATHBONE,
Secretary.

FORT WILLIAM, ONT., September 4, 1928.

CHAPTER VII

SUMMARY OF ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 1928

GRAIN COMMISSION

Elevator Company	Wheat		Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Grand Trunk Pacific Terminal Elevator Co.....	6, 173-50	.....	.....	1, 806-16	.....	2, 562-14	2, 210-43	.....	.....	10, 105-32	39, 300	.....
Ogilvie Flour Mills Co.....	26, 093-20	.....	3, 997-20	.....	6, 541-02	.....	2-08	.....	3, 385-19	.....	48, 660	.....
Saskatchewan Pool Terminal No. 4	26, 692-50	.....	11, 247-22	.....	3, 603-13	.....	1, 257-00	.....	1, 546-05	.....	.....	204, 037
Saskatchewan Pool Terminal No. 6	.....	45, 461-50	14, 629-24	.....	2, 385-31	.....	209-09	.....	.....	5, 533-03	.....	379, 530
Canadian Government Elevators..	1, 670-20	.....	10, 142-08	.....	5, 335-37	.....	1, 112-35	.....	111-36	.....	.....	72, 010
Pacific Terminal Co., Vancouver..	15, 087-40	.....	1, 737-02	.....	206-42	.....	.....	.....	1, 896-10	.....	.....	.....
Totals.....	75, 718-00	45, 461-50	41, 754-08	1, 806-16	18, 072-29	2, 562-14	4, 791-39	.....	6, 939-14	15, 638-35	87, 960	655, 577
Total net... { Surplus..... { or { Deficit.....	30, 256-10	.....	39, 947-26	.....	15, 510-15	.....	4, 791-39	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	8, 699-21	.....	567, 617	.....

CHAPTER VIII

SESSIONS HELD BY THE BOARD DURING CROP YEAR 1927-28

Date	Place	Subject matter
1927		
Sept. 6.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 21.....	Ottawa, Ont.....	Conference with Hon. Jas. Malcolm, Minister of Trade and Commerce, Hon. W. R. Motherwell and Hon. Chas. A. Dunning, <i>re</i> inspection of grain at interior terminal points.
" 23.....	Montreal, Que.....	Meeting representatives of the grain trade for discussion of matter relating to the handling and inspection of grain passing through the port of Montreal.
" 24.....	Montreal, Que.....	Conference with the officials of the Montreal Harbour Commissioners relating to the handling of grain passing through the port of Montreal.
Oct. 5.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 17.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 17.....	Winnipeg, Man.....	Meeting with the Grain Committee of the National Research Council.
" 18.....	Winnipeg, Man.....	Meeting with representatives of the grain trade for the purpose of discussing a resolution passed by the United Farmers of Manitoba regarding the re-inspection of "Inspect Cars."
" 19.....	Winnipeg, Man.....	Meeting with the Grain Committee of the National Research Council and representatives of the grain trade to discuss a report prepared by the Grain Committee, with reference to the drying of grain.
" 21.....	Winnipeg, Man.....	Routine matters.
" 26.....	Winnipeg, Man.....	Routine matters.
Nov. 5.....	Winnipeg, Man.....	Meeting with representatives of the Railway companies and grain trade, regarding shortage of cars in the Province of Alberta.
" 8.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 25.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
Dec. 2.....	Winnipeg, Man.....	Routine matters.
" 14.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
1928		
Jan. 25.....	Winnipeg, Man.....	Routine matters.
" 27.....	Winnipeg, Man.....	Routine matters.
Feb. 14.....	Winnipeg, Man.....	Complaints and routine matters.
Mar. 7.....	Winnipeg, Man.....	Complaints and routine matters.
" 8.....	Winnipeg, Man.....	Complaints and routine matters.
" 9.....	Winnipeg, Man.....	Complaints and routine matters.
" 19.....	Montreal, Que.....	Meeting with representatives of the grain trade for discussion of a complaint received by the Board regarding the endorsement of certificates tendered covering a shipment of 3 Northern Wheat shipped on S.S. "Albertic" by Messrs. James Richardson & Sons.
" 19.....	Montreal, Que.....	Conference with officials of the Montreal Harbour Commissioners <i>re</i> handling of grain.
" 20.....	Montreal, Que.....	Meeting for the purpose of considering the report of the Committee appointed regarding the method of endorsing certificates covering grain shipments from Montreal.
" 24.....	Montreal, Que.....	Routine matters.
April 4.....	Winnipeg, Man.....	Complaints and routine matters.
May 3.....	Winnipeg, Man.....	Complaints and routine matters.
June 11.....	Winnipeg, Man.....	Meeting with representatives of the Scottish Co-operative Wholesale Society with regard to cargoes of grain received by them during the last three years.
" 13.....	Edmonton, Alta.....	Complaints and routine matters.
July 16.....	Montreal, Que.....	Meeting with Canadian National and American Railway officials <i>re</i> movement of U.S. grain through Montreal.
" 16.....	Montreal, Que.....	Meeting with Survey and Standards Boards and representatives of the Montreal Harbour Commissioners regarding American grain for export passing through the port of Montreal.
Aug. 8.....	Winnipeg, Man.....	Complaints and routine matters.
" 22.....	Winnipeg, Man.....	Tariff of Charges, Public Terminal Elevators and Country Elevators; also Rules and regulations governing Country Elevators for the season 1928-29.
" 24.....	Camrose, Alta.....	Investigation of complaint filed by Mr. O. A. Hastings, of Heisler, Alta., against the N. Bawlf Grain Co., Ltd.
" 27.....	Vancouver, B.C.....	Tariff of charges for Public Terminal Elevators at Vancouver, B.C., for crop year 1928-29.
" 29.....	Victoria, B.C.....	Meeting with the Premier and Executive Council of the Legislative Assembly of British Columbia for the purpose of discussing the matter of the sale of screenings to B.C. dairymen and poultry breeders.

CHAPTER IX

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING AUGUST 31,
1928—EASTERN AND WESTERN DIVISIONS

WESTERN DIVISION

(A) WINNIPEG—			
<i>Receipts</i> —	Inspection fees.....	\$ 250,636 00	
	Weighing fees.....	30,891 55	
	Samples sold.....	12,994 42	
	Overtime.....	3,510 00	
	Sundries.....	964 80	
			\$298,996 77
<i>Expenditure</i> —			
	Salaries—Inspection.....	342,398 31	
	Salaries—Weighing.....	88,194 70	
	Rents—Inspection.....	23,590 04	
	Rents—Weighing.....	1,256 46	
	Expenses—Inspection.....	23,780 57	
	Expenses—Weighing.....	750 32	
			479,970 40
	Deficit.....		\$ 180,973 63
(B) KEEWATIN—			
<i>Receipts</i> —	Weighing fees.....	7,016 00	
	Overtime.....	177 60	
			7,193 60
<i>Expenditure</i> —			
	Salaries—Weighing.....	6,551 60	
	Expenses.....	66 25	
			6,617 85
	Surplus.....		575 75
(C) KENORA—			
<i>Receipts</i> —	Weighing fees.....	2,636 00	
	Overtime.....	25 00	
			2,661 00
<i>Expenditure</i> —			
	Salaries—Weighing.....	2,485 00	
	Expenses.....	46 25	
			2,531 25
	Surplus.....		129 75
(D) PETERBOROUGH—			
<i>Receipts</i> —	Weighing fees.....	2,303 00	2,303 00
<i>Expenditure</i> —	Salaries—Weighing.....	2,280 00	2,280 00
			23 00
	Surplus.....		
(E) PORTAGE LA PRAIRIE—			
<i>Receipts</i> —	Weighing fees.....	3,988 00	3,988 00
<i>Expenditure</i> —	Salaries—Weighing.....	4,920 00	4,920 00
			932 00
	Deficit.....		
(F) PRINCE RUPERT—			
<i>Receipts</i> —	Inspection fees.....	8,337 00	
	Weighing fees.....	14,256 00	
	Samples sold.....	142 59	
			22,735 59
<i>Expenditure</i> —			
	Salaries—Inspection.....	5,837 75	
	Salaries—Weighing.....	3,945 50	
	Expenses—Inspection.....	120 71	
	Expenses—Weighing.....	12 00	
			9,915 96
	Surplus.....		\$ 12,819 63

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING AUGUST 31,
1928—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Continued*

(G) TRANSCONA—

<i>Receipts</i> —Weighing fees.....	\$ 12,592 90	
Overtime.....	1,067 90	
		\$ 13,660 80
<i>Expenditure</i> —Salaries—Inspection.....	7,278 48	
Salaries—Weighing.....	4,700 17	
		11,978 65
Surplus.....		1,682 15

(H) SASKATOON—

<i>Receipts</i> —Inspection fees.....	8,586 00	
Weighing fees.....	9,732 00	
Samples sold.....	72 05	
Overtime.....	589 75	
		18,979 80
<i>Expenditure</i> —Salaries—Inspection.....	10,642 50	
Salaries—Weighing.....	10,504 30	
Rent—Inspection.....	788 70	
Sundries—Inspection.....	2,000 96	
		23,936 46
Deficit.....		4,956 66

(I) MOOSE JAW—

<i>Receipts</i> —Inspection fees.....	32,766 00	
Weighing fees.....	9,461 00	
Samples sold.....	1,175 62	
Overtime.....	391 37	
		43,793 99
<i>Expenditure</i> —Salaries—Inspection.....	59,591 58	
Salaries—Weighing.....	8,597 12	
Rent—Inspection.....	1,284 00	
Sundries—Inspection.....	5,582 51	
Sundries—Weighing.....	48 55	
		75,103 76
Deficit.....		31,309 77

(J) CALGARY—

<i>Receipts</i> —Inspection fees.....	48,868 00	
Weighing fees.....	24,085 50	
Samples sold.....	2,041 76	
Overtime.....	408 75	
		75,404 01
<i>Expenditure</i> —Salaries—Inspection.....	41,318 85	
Salaries—Weighing.....	21,127 75	
Rent—Inspection.....	2,716 75	
Sundries—Inspection.....	3,654 16	
		68,817 51
Surplus.....		6,586 50

(K) EDMONTON—

<i>Receipts</i> —Inspection fees.....	41,330 00	
Weighing fees.....	9,339 50	
Samples sold.....	1,651 97	
Sundries.....	2 50	
Overtime.....	366 50	
		52,690 47
<i>Expenditure</i> —Salaries—Inspection.....	43,560 67	
Salaries—Weighing.....	7,129 90	
Rent—Inspection.....	3,360 00	
Sundries—Inspection.....	5,279 93	
Sundries—Weighing.....	90 55	
		59,421 05
Deficit.....		6,730 58

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING AUGUST 31,
1928—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*

(L) VANCOUVER—

<i>Receipts</i> —Inspection fees.....	\$ 86,491 00	
Weighing fees.....	149,374 00	
Samples sold.....	976 23	
Overtime.....	305 25	
		\$ 237,146 48
<i>Expenditure</i> —Salaries—Inspection.....	59,130 85	
Salaries—Weighing.....	47,129 30	
Rent—Inspection.....	300 00	
Sundries—Inspection.....	1,844 63	
Sundries—Weighing.....	845 83	
		109,250 61
Surplus.....		127,895 87

(M) DULUTH—

<i>Receipts</i> —Inspection fees.....	1,996 85	
		1,996 85
<i>Expenditure</i> —Salaries—Inspection.....	3,720 50	
Expenses.....	255 97	
		3,976 47
Deficit.....		1,979 62

(N) MEDICINE HAT—

<i>Receipts</i> —Inspection fees.....	6,748 52	
Weighing fees.....	7,215 00	
Overtime.....	124 00	
		14,087 52
<i>Expenditure</i> —Salaries—Inspection.....	4,784 00	
Salaries—Weighing.....	8,674 28	
Rent—Inspection.....	310 00	
Sundries—Inspection.....	319 24	
		14,087 52

(O) FORT WILLIAM—

<i>Receipts</i> —Inspection fees.....	358,021 00	
Weighing fees.....	609,311 00	
Samples sold.....	8,842 09	
Sundries.....	6 80	
Overtime.....	29,838 64	
		1,006,019 53
<i>Expenditure</i> —Salaries—Inspection.....	341,540 22	
Salaries—Weighing.....	289,372 20	
Rent—Inspection.....	8,946 00	
Rent—Weighing.....	2,179 64	
Sundries—Inspection.....	9,277 05	
Sundries—Weighing.....	2,845 27	
		654,160 38
Surplus.....		351,859 15

(P) APPEAL BOARDS—

<i>Receipts</i> —Appeal fees—Winnipeg.....	1,925 00	
“ Calgary.....	1,672 00	
“ Edmonton.....	1,482 00	
		5,079 00
<i>Expenditure</i> —Salaries—Winnipeg.....	6,750 00	
Salaries—Calgary.....	4,300 00	
Salaries—Edmonton.....	4,300 00	
Rent—Winnipeg.....	408 00	
Rent—Calgary.....	336 36	
Rent—Edmonton.....	600 00	
Sundries—Winnipeg.....	87 50	
Sundries—Calgary.....	393 72	
Sundries—Edmonton.....	88 08	
		17,263 66
Deficit.....		12,184 66

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING AUGUST 31,
1928—EASTERN AND WESTERN DIVISIONS—*Concluded*

WESTERN DIVISION—*Concluded*

(Q) SUMMARY—WESTERN DIVISION—	
Revenue—Inspection fees.....	\$ 843,780 37
Weighing fees.....	892,201 45
Samples sold.....	27,896 73
Overtime.....	36,804 76
Sundries.....	974 10
Registration fees.....	29,771 12
License fees.....	27,250 00
Appeal fees.....	5,079 00
	<hr/>
	\$1,863,757 53
Expenditure—Inspection—Salaries.....	919,803 71
Weighing—Salaries.....	505,611 82
Inspection—Expenses.....	93,411 22
Weighing—Expenses.....	8,141 12
Appeal Board—Salaries.....	15,350 00
Appeal Board—Expenses.....	1,913 66
Registration—Salaries.....	17,272 20
Registration—Expenses.....	2,565 73
Grain Research Laboratory—Salaries.....	19,845 21
Grain Research Laboratory—Expenses.....	17,801 71
Western Grain Standards Board.....	2,507 65
Board of Grain Commissioners—Salaries.....	82,780 93
Board of Grain Commissioners—Expenses.....	15,515 34
General Expenses—Audit.....	1,300 00
General Expenses—Sundries.....	295 43
Printing and stationery, all branches.....	41,616 13
	<hr/>
	\$1,745,731 86
Surplus.....	<hr/>
	118,025 67

EASTERN DIVISION

(R) MONTREAL—	
Receipts—Inspection fees, etc.....	\$91,941 25
	<hr/>
	\$ 91,941 25
Expenditure—Salaries.....	30,275 60
Rent.....	1,979 64
Sundries.....	4,318 28
Printing and stationery.....	1,042 59
	<hr/>
	37,616 11
Surplus.....	<hr/>
	\$ 54,325 14
(S) TORONTO—	
Receipts—Inspection fees, etc.....	1,190 98
	<hr/>
	1,190 98
Expenditure—Salaries.....	7,660 00
Rent.....	660 00
Sundries.....	537 09
Printing and stationery.....	48 06
	<hr/>
	8,905 15
Deficit.....	<hr/>
	7,714 17

SUMMARY

MONTREAL—Surplus.....	\$ 54,325 14
TORONTO—Deficit.....	7,714 17
	<hr/>
	46,610 97
Cost of Eastern Standards Board.....	\$ 334 81
Cost of Audit.....	200 00
	<hr/>
	534 81
Surplus.....	<hr/>
	\$ 46,076 16

SUMMARY—EASTERN AND WESTERN DIVISIONS

EASTERN DIVISION—Surplus.....	46,076 16
WESTERN DIVISION—Surplus.....	118,025 67
	<hr/>
Surplus.....	<hr/>
	\$ 164,101 83

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. JAMES MALCOLM

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT
OF THE
Board of Grain Commissioners
for Canada

FOR THE CROP YEAR ENDED AUGUST 31,

1928



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1929

Price, 25 cents

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DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. JAMES MALCOLM

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE CROP YEAR ENDED AUGUST 31,

1929



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1930

Price, 10 cents

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BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January, 1930.

The Hon. JAMES MALCOLM, M.P.,
Minister of Trade and Commerce,
Ottawa, Canada,

SIR,—We have the honour to submit the following report as required by section 15, chapter 33, 15-16 George V, “An Act respecting Grain.”

Your obedient servants,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Grain Commissioner.

C. M. HAMILTON,
Grain Commissioner.

F. J. RATHBONE,
Secretary.

TABLE OF CONTENTS

CHAPTER I		PAGE
Standards, Survey and Appeal Boards:—		
Part I. Grain Standards Boards.....		5
Part II. Grain Survey Boards.....		10
Part III. Boards of Grain Appeal.....		10
CHAPTER II		
Report of Chief Inspector.....		11
CHAPTER III		
Report of the Registrar.....		14
CHAPTER IV		
Report of the Chief Weighmaster.....		15
CHAPTER V		
Reports:—		
(a) Licensing and Bonding.....		23
(b) Loading Platforms.....		26
(c) Cars out of turn.....		26
(d) Complaints.....		26
CHAPTER VI		
Elevator Tariffs:—		
Tariff—Terminal Elevators, 1929-30.....		27
“ Government Interior Terminal Elevators, 1929-30.....		31
“ Country Elevators, 1929-30.....		34
“ Vancouver, B.C., 1929-30.....		37
CHAPTER VII		
Car Order Book.—		
Interpretation of certain sections of Canada Grain Act dealing with Car Order Book		41
CHAPTER VIII		
Official Weigh-up, 1929.....		42
CHAPTER IX		
Sessions held by the Board.....		43
CHAPTER X		
Revenue and Expenditure.....		44

CHAPTER I

STANDARDS, SURVEY AND APPEAL BOARDS

PART I.—THE GRAIN STANDARDS BOARDS

1. *Western*.—E. B. Ramsay, Chairman, Board of Grain Commissioners; D. A. MacGibbon, Commissioner; C. M. Hamilton, Commissioner; Geo. Serls, Chairman, Board of Grain Appeal, Winnipeg; Geo. Hill, Chairman, Board of Grain Appeal, Calgary; C. R. Manahan, Chairman, Board of Grain Appeal, Edmonton; J. D. Fraser, Chief Grain Inspector; Dr. F. J. Birchard, Chief Chemist, Board of Grain Commissioners; L. H. Newman, Dominion Cerealists, Department of Agriculture; Herbert Sellers, Winnipeg; W. H. Fairfield, Lethbridge, Alta.; George Bennett, Manville, Alta.; William McLeod, West Calgary, Alta.; W. H. Boyle, Edmonton, Alta.; Dean W. J. Rutherford, Saskatoon, Sask.; A. E. Wilson, Indian Head, Sask.; J. Wellbelove, Eston, Sask.; J. D. Read, Regina, Sask.; J. H. Robson, Leney, Sask.; Prof. T. J. Harrison, Winnipeg, Man.; R. M. Mahoney, Winnipeg, Man.; P. V. Wright, Winnipeg, Man.; K. Campbell, Vancouver, B.C.

2. *Eastern*.—Toronto: H. H. Goode, F. W. Hay, A. O. Hogg, R. I. Braden, H. L. Rice, C. B. Watts, E. D. Sullivan, C. W. Band, Murray Brown, T. D. Duncombe, J. S. Jeffrey, W. H. McCarthy, F. D. Tolchard, Secretary.

Montreal: H. D. Dwyer, N. Wight, A. G. Burton, A. A. Bowen, W. MacDonald, H. C. Beatty, Secretary.

GRAIN STANDARDS BOARDS

WINNIPEG, MAN.

COPY OF THE MINUTES OF THE MEETING OF THE WESTERN GRAIN STANDARDS BOARD HELD AT WINNIPEG, MAN., ON JULY 24 AND 25, 1929

Present: Messrs. K. Campbell, Chairman; Jas. Robinson; M. Snow; J. Cuddy, Assistant to J. D. Fraser, Chief Grain Inspector; F. Symes, substituting for Geo. Serls, Chairman of the Board of Grain Appeals; Geo. Hill, Chairman of the Board of Grain Appeals, Calgary; C. R. Manahan, Chairman, Board of Grain Appeals, Edmonton; W. H. Fairfield, Lethbridge, Alta.; Wm. McLeod, West Calgary; H. Sellers, Winnipeg; P. V. Wright, Winnipeg; Prof. T. J. Harrison, Winnipeg; A. E. Wilson, Indian Head; Geo. Bennett, Manville; J. Wellbelove, Eston; R. M. Mahoney, Winnipeg; J. D. Read, Regina; W. H. Boyle, Edmonton; T. R. Aitken, substituting for Dr. F. J. Birchard.

Mr. M. Snow, Grain Commissioner, called the meeting to order and requested that a chairman be elected, and on motion Mr. K. Campbell was elected as such, and took the chair.

The notice calling the meeting defined the object to be as follows:—

“Please be advised that, under the provisions of section 84 of the Canada Grain Act, as amended during the last session of Parliament, the composite standard sample equal to seventy-five per cent (75%) of the average quality of the grade at the primary inspection point, and twenty-five per cent (25%) of the minimum quality of such grade at the said primary inspection point shall be established by the Standards Board prior to

August 1, 1929. It has therefore been decided to hold a meeting of the Standards Board for the purpose of establishing the above standard, on Wednesday, July 24, at 10 a.m. in the office of the Chief Grain Inspector, Grain Exchange Building, Winnipeg. Will you kindly endeavour to be present at this meeting."

Mr. Aitken (Assistant Chemist) in the absence of Dr. Birchard, Chemist to the board, then exhibited samples of bread baked from flour produced from samples of the different grades of grain as established by the Standards Board in October, 1928, and also bread from samples of wheat as prepared for submission to this meeting, these samples being composed of seventy-five per cent (75%) of the average quality of the grade, and twenty-five per cent (25%) of the minimum quality of such grade at the primary inspection point, and to be used after August 1, as a basis for grading all outturn samples, until such time as the outturn standard samples are established for the 1929-30 crop year.

A general discussion followed regarding the character of, and the method to be pursued in selecting the necessary composite samples, and an exchange of views took place prior to adjourning to again meet at 2 p.m. in the Grain Inspection Room where samples were in readiness for review and action thereon.

Two p.m. Samples of wheat Nos. 1, 2, 3, 4, 5 and 6 as prepared by the Chief Grain Inspector being in each case 75 per cent of the average inspection of wheat at Winnipeg and 25 per cent of the minimum average. The samples Nos. 1, 3, 4, 5, 6, were, severally, on motion approved and confirmed, the sample of No. 2 as amended being held for a new grinding and baking test, the result to be submitted to-morrow at an adjourned meeting to be held at 3 p.m.

July 25, 1929.

The meeting reassembled at 3 p.m. and on motion a sample of No. 2 (composite) wheat was approved and confirmed after the chemist had reported the grinding and baking test of same. The meeting then adjourned.

(Sgd.) C. N. BELL,
Secretary.

WINNIPEG, MAN.

COPY OF THE MINUTES OF THE MEETING OF THE WESTERN GRAIN STANDARDS BOARD, HELD IN WINNIPEG, MAN., ON SEPTEMBER 24, 25, 26, AND 27, 1929

The members of the Board assembled at 11 a.m.

Present.—Messrs. K. Campbell (Chairman); E. B. Ramsay (Board of Grain Commissioners); D. A. MacGibbon (Board of Grain Commissioners); C. M. Hamilton (Board of Grain Commissioners); Geo. Serls (Chairman, Board of Grain Appeal, Winnipeg); Geo. Hill (Chairman, Board of Grain Appeal, Calgary); C. R. Manahan (Chairman, Board of Grain Appeal, Edmonton); J. D. Fraser (Chief Grain Inspector); Dr. F. J. Birchard (Chief Chemist); L. H. Newman (Dominion Cerealists); H. Sellers; W. H. Fairfield (at sessions of 24th and 25th); Geo. Bennett, Wm. McLeod, W. H. Boyle, Dean W. J. Rutherford, A. E. Wilson, J. Wellbelove, J. D. Read, J. H. Robson, P. T. Wright, R. C. Steele (Substitute for R. M. Mahoney), Prof. T. J. Harrison (at sessions of September 26 and 27 only).

Dr. Birchard exhibited result of baking tests of average samples of wheat standards Nos. 1 Hard, 1, 2, and 3 Northern, and read statements of the chemical and baking tests of said average standard samples. A general discussion followed and Dr. Birchard and Chief Inspector Fraser afforded verbal information as requested.

The chairman, on behalf of the meeting extended congratulations to Messrs. Ramsay, MacGibbon, and Hamilton on their appointment as the Board of Grain Commissioners, and Mr. Ramsay briefly responded.

Chief Inspector Fraser read a statement giving statistics of the grading of grain of this crop.

By request, Mr. L. H. Newman gave an address on the information gained by him on a visit to Europe in connection with the more recent types of wheat raised in Western Canada.

The meeting then adjourned to 2 p.m.

At 2 p.m. the board assembled in the inspection rooms and viewed the samples of grain of the 1929 crop as prepared by the Chief Grain Inspector, whereon the standards for the following grades were approved by unanimous vote of all present.

No. 1 Hard Wheat.

Nos. 1, 2 and 3 Northern Wheat.

Nos. 1, 2 and 3 C.W. Amber Durum Wheat.

Nos. 1, 2 and 3 C.W. Rye.

No. 2 Six-Row Barley.

No. 3 Extra Six-Row Barley.

No. 2 Trebi Barley.

No. 3 Extra Trebi Barley.

The meeting then adjourned until 10 a.m. September 25, 1929.

September 25.

The board assembled at 10 a.m. and selected the standards for the following grains:—

No. 1 Hard Wheat-Composite Standards Outturn.

No. 1, 2 and 3 Northern Composite Standards Outturn.

The board then adjourned to 2 p.m. to-day.

The board assembled at 2 p.m. and selected standard samples of the following grain:—

Nos. 3, 4 5, and 6 C.W. Barley.

No. 3 Extra Two-Row Barley.

No. 2 C.W. Oats.

No. 3 C.W. Oats.

The Board then adjourned to 2 pm. to-morrow to enable Dr. Birchard to make some further chemical and baking tests.

September 26, 1929.

The board assembled at 2 p.m. Mr. Ramsay brought up the matter of the different characteristics of Three Northern Wheat of the crops of 1928 and 1929.

On motion it was decided to reopen the composite wheat standards to endeavour to include in them some wheat carrying last year's frost characteristics. Dr. Birchard then submitted samples of bread baked from the product of the standard samples of wheat, and the composite samples, in both cases the standard samples being those selected by the board during this meeting, the bread being accompanied by a statement of the chemical tests made. Also Dr. Birchard submitted the result of his tests of the composite samples as established in July last.

The meeting then adjourned for an hour to enable the Chief Inspector to submit for consideration by the board, other samples being prepared by him.

On reassembling, the board inspected the other samples submitted by the Chief Inspector, following which, on motion the sample composite No. 3 Northern wheat as selected on the 25th instant was withdrawn and cancelled and the sample composite No. 3 Northern as now submitted was adopted and approved as the standard for No. 3 Northern Wheat, subject to the report of the Chief Chemist.

After viewing some other samples for No. 2 Northern Wheat with the view of considering possible proposals to amend the sample of No. 2 Northern Wheat as selected on the 25th instant, the meeting adjourned to 10 a.m. to-morrow, September 27, 1929.

September 27, 1929.

The meeting resumed at 10 a.m. and viewed a trial sample for No. 2 Northern Wheat to possibly replace the sample of this standard as chosen on the afternoon of September 24, but without taking action adjourned to 2 p.m.

Meeting resumed business at 2 p.m., and on motion the standard samples for

No. 1 Hard Wheat,

Nos. 1, 2 and 3 Northern Wheat,

with all other standard samples of grain selected at the present meetings of this board, were approved and confirmed.

In the matter of grain where no samples from which to select standards are at present available, the board, on motion, referred the situation to the Board of Grain Commissioners for such decision and action as they consider necessary.

On motion the thanks of the board were tendered to the Chief Grain Inspector and the Chairman of the Winnipeg Board of Grain Appeal for the valuable assistance they had rendered to the board.

The meeting then adjourned subject to the call of the Board of Grain Commissioners.

(Sgd.) C. N. BELL,
Secretary.

TORONTO, ONT.

COPY OF THE MINUTES OF THE MEETING OF THE EASTERN GRAIN STANDARDS
BOARD, HELD ON OCTOBER 16, 1928

Present: Messrs. R. I. Braiden, H. H. Goode, S. Hisey, J. S. Jeffrey, W. H. McCarthy, H. L. Rice and C. B. Watts; also Mr. G. H. Hogg, representing Mr. A. O. Hogg.

Chairman.—On motion of Mr. S. Hisey, seconded by Mr. H. H. Goode, Mr. H. L. Rice was appointed chairman of the meeting.

Minutes.—The minutes of the meeting of the Grain Standards Board, held November 1, 1927, were read and confirmed.

Commercial Grades.—Samples of wheat collected from various parts of the province were examined, with the view to setting the Commercial Grades for the season 1928-29.

Moved by Mr. S. Hisey, seconded by Mr. R. I. Braiden, that the definition of No. 1 Commercial Wheat be the same as for the season of 1927-28, namely, No. 1 Commercial Wheat shall be either red, white or mixed winter or spring wheat, reasonably clean, shall weigh not less than 56 pounds to the bushel, shall allow a maximum of 10 per cent sprouted grain and shall not contain a greater percentage of smut than the standard sample.

An amendment was moved by Mr. C. B. Watts, seconded by Mr. J. S. Jeffrey, resolved that No. 1 Commercial Wheat shall be either red, white or mixed winter or spring wheat, reasonably clean, shall weigh not less than 57 pounds to the bushel, shall allow a maximum of 7 per cent sprouted grain, and shall not contain a greater percentage of smut than the standard sample.—Carried. (Vote—4 to 2.)

Moved by Mr. C. B. Watts, seconded by Mr. W. H. McCarthy, resolved that No. 2 Commercial Wheat shall be either red, white or mixed winter or spring wheat, reasonably clean, shall weigh not less than 56 pounds to the bushel, shall allow a maximum of 15 per cent sprouted grain, and shall not contain a greater percentage of smut than the standard sample.—Carried.

The grain inspectors were requested to prepare a sample of No. 2 Commercial Wheat, in accordance with the foregoing resolution, and the Grain Standards Board adjourned until 3 p.m., when the meeting would be reconvened to inspect the sample.

The board reconvened at 3 p.m. with the following members present: Messrs. J. S. Jeffrey, H. L. Rice and C. B. Watts.

The samples of No. 1 and No. 2 Commercial Wheat as prepared by the grain inspectors were examined.

Moved by Mr. J. S. Jeffrey, seconded by Mr. C. B. Watts, resolved that the sample as prepared by the grain inspectors and submitted to the Grain Standards Board as No. 1 Commercial Wheat in accordance with the resolution adopted by the Grain Standards Board defining No. 1 Commercial Wheat for the season 1928-29 be accepted as the standard for No. 1 Commercial Wheat.—Carried.

Moved by Mr. J. S. Jeffrey, seconded by Mr. C. B. Watts, resolved that the sample as prepared by the grain inspectors and submitted to the Grain Standards Board as No. 2 Commercial Wheat in accordance with the resolution adopted by the Grain Standards Board defining No. 2 Commercial Wheat for the season 1928-29 be accepted as the standard for No. 2 Commercial Wheat.—Carried.

The meeting then adjourned.

MONTREAL, P.Q.

COPY OF THE MINUTES OF THE EASTERN GRAIN STANDARDS BOARD HELD
SEPTEMBER 25, 1928

Present: Norman Wight, Chairman; A. Geo. Burton, F. A. Heywood, Wm. McDonald and A. A. Bowen.

It was decided to permit three-eighths of one per cent Ergot in No. 2 Rye.

COPY OF THE MINUTES OF THE EASTERN GRAIN STANDARDS BOARD HELD
OCTOBER 8, 1929

Present: N. Wight, Chairman; H. D. Dwyer, F. A. Heywood, Wm. McDonald and A. A. Bowen.

The board fixed the standards for the following grades of United States grain, samples of which were deposited with the inspector and the secretary:—

No. 2 Rye.

No. 2 Amber Durum Wheat.

No. 2 Red Durum Wheat.

No. 2 Hard Winter Wheat.

No. 2 Mixed Durum Wheat.

COPY OF THE MINUTES OF THE EASTERN GRAIN STANDARDS BOARD HELD
JANUARY 31, 1929

Present: N. Wight, Chairman; H. D. Dwyer, Wm. McDonald.

The board fixed the standards for the following grades of United States grain, samples of which were deposited with the inspector and the secretary:—

- No. 2 Yellow Corn.
- No. 3 Yellow Corn.
- No. 2 Mixed Corn.
- No. 2 Export Barley.

The meeting was thereafter adjourned.

PART II—GRAIN SURVEY BOARDS

- 1. *Toronto*.—D. Plewes, D. O. Ellis, A. O. Hogg, H. H. Goode, D. A. Campbell, E. D. Sullivan, C. B. Watts, R. I. Braiden, C. W. Band, Murray Brown, W. H. McCarthy; F. D. Tolchard, secretary.
- 2. *Montreal*.—C. B. Esdaile, A. G. Burton, Alfred Chaplin, T. A. Climo, J. M. Vittie, Robert Hume; H. C. Beatty, secretary.

REPORTS OF THE SURVEY BOARDS FOR THE YEAR ENDED AUGUST 31, 1929

—	Number of Surveys Held	Number of Surveys Raised	Number of Surveys Lowered	Number of Surveys Sustained
Montreal.....	5	0	0	5
Toronto.....	3	0	0	3

PART III—BOARDS OF GRAIN APPEAL

- 1. *Winnipeg*.—Geo. Serls, Chairman; R. C. Steele, P. V. Wright, Grant Hammond, Alfred F. Moore, Geo. J. Wells, Jas. McMahon, S. C. Swanton, Walter Duncan; C. N. Bell, secretary.
- 2. *Calgary*.—Geo. Hill, Chairman; W. McLeod, S. J. Ewing, Arthur Pier-son, J. A. Harris, E. J. Munson, C. W. Roenisch, D. L. McLean, Willard W. Cumming; D. O. McHugh, secretary.
- 3. *Edmonton*.—C. R. Manahan, Chairman; W. H. Boyle, L. T. Ingram, F. J. Wolfe, Clyde C. Gillies, R. H. Settle, A. Fraser, J. A. Kyle, J. W. Allen; John Blue, secretary.

REPORTS OF THE APPEAL BOARDS FOR THE YEAR ENDED AUGUST 31, 1929

—	Number of Appeals Held	Number of Appeals allowed		Number of Appeals Failed
		Raised	Lowered	
Winnipeg.....	5,634	446	22	5,166
Calgary.....	3,065	575	59	2,431
Edmonton.....	2,821	328	9	2,484

CHAPTER II

REPORT OF MR. J. D. FRASER, CHIEF GRAIN INSPECTOR

WINNIPEG, MAN., October 10, 1929.

The Secretary,
Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1928 to July 31, 1929.

WESTERN INSPECTION DIVISION

The crop of the year 1928 was the largest ever produced in the Western Inspection Division, exceeding the crop of 1923, the largest previous crop, by 56,803 cars.

The weather during the growing period was almost ideal up to the last week in August, and prospects appeared very favourable for a large percentage of high grade wheat. During the last week of the month frost was experienced over large areas in the division, and much grain, some of it two to three weeks from being ripe, was so severely affected as to materially lower the grade. Uneven germination in some districts, the results of which was a mixture of immature and green kernels also lowered the grades. Generally favourable weather conditions during September enabled harvesting and threshing and this was practically completed by the end of the month.

Damage from frost and uneven germination accounts for the very high percentage of lower grades, a percentage very much higher than anything experienced in the division in the past years.

The total inspections for the crop year of 1928-29 in the Western Division amount to 413,508 cars, as against 353,253 cars for the previous year.

The total inspections from August 1, 1928, to July 31, 1929, are made up as follows:—

	Cars		Cars
Wheat.....	345,797	Mixed grain.....	1,821
Oats.....	22,719	Flax seed.....	2,546
Barley.....	33,783	Buckwheat.....	1
Rye.....	6,486	Screenings.....	355
		Total.....	413,508

The grades of wheat show as follows:—

	Cars	Percentage
No. 1 Hard, 1 northern, 2 northern, and 3 northern.....	113,459	32.82
No. 4, No. 5, No. 6 and Feed.....	203,280	58.79
No Grade Tough or Damp.....	5,306	1.53
Other Grades.....	2,370	0.68
Amber Durum (all grades).....	19,213	5.55
White Spring (all grades).....	1,423	0.41
Kota Wheat (all grades).....	25	0.01
Winter Wheat (all grades).....	635	0.18
Red Durum (all grades).....	86	0.03
	345,797	100.00

The grades of oats show as follows:—

	Cars	Percentage
Number 1, 2 and 3 C.W.....	2,936	12.92
Extra 1 Feed, 1 Feed and 2 Feed.....	18,421	81.08
No Grade Tough or Damp.....	237	1.05
Other Grades.....	1,125	4.95
	<u>22,719</u>	<u>100.00</u>

The grades of barley show as follows:—

	Cars	Percentage
No. 3 Extra, No. 3 and No. 4.....	14,193	42.01
Feed and Rejected.....	16,050	47.51
No Grade Tough or Damp.....	1,482	4.39
Other grades.....	2,058	6.09
	<u>33,783</u>	<u>100.00</u>

The grades of rye show as follows:—

	Cars	Percentage
No. 1, 2 and 3 C.W.....	3,719	57.34
No Grade Tough or Damp.....	327	5.04
Other grades.....	2,440	37.62
	<u>6,486</u>	<u>100.00</u>

The grades of flax seed show as follows:—

	Cars	Percentage
No. 1 N.W. and No. 2 C.W.....	2,317	91.03
No. 3 C.W.....	173	6.80
No Grade Tough or Damp.....	37	1.46
Other grades.....	19	0.71
	<u>2,546</u>	<u>100.00</u>

The number of cars of grain inspected at the various inspection points in the Western Division were as follows:—

	Cars		Cars
Winnipeg.....	283,521	Medicine Hat.....	3,375
Calgary.....	45,259	Superior.....	1,065
Edmonton.....	36,452	Vancouver.....	1,606
Moose Jaw.....	36,113	Prince Rupert.....	40
Saskatoon.....	6,077		
		Total.....	<u>413,508</u>

A re-inspection was called on 75,049 cars, or 18.14 per cent of the total inspections with results as follows:—

	Cars	Percentage	Percentage of Total Inspections
Left as graded.....	60,824	81.05	14.71
Grades raised.....	8,658	11.54	2.09
Grades lowered.....	813	1.08	0.20
Dockage raised.....	1,833	2.44	0.44
Dockage lowered.....	2,921	3.89	0.70
	<u>75,049</u>	<u>100.00</u>	<u>18.14</u>

An appeal was called at Winnipeg on 5,620 cars with results as follows:—

	Cars Percentage	
Left as graded originally.....	5,283	94·00
Grades raised.....	313	5·57
Grades lowered.....	24	0·43
Dockage raised.....	0	0·00
Dockage lowered.....	0	0·00
	<u>5,620</u>	<u>100·00</u>

An appeal was called at Calgary on 3,080 cars, with results as follows:—

	Cars Percentage	
Left as graded originally.....	2,412	78·31
Grades raised.....	516	16·75
Grades lowered.....	30	0·98
Dockage raised.....	32	1·04
Dockage lowered.....	90	2·92
	<u>3,080</u>	<u>100·00</u>

An appeal was called at Edmonton on 2,815 cars, with results as follows:—

	Cars Percentage	
Left as graded.....	2,275	80·82
Grades raised.....	311	11·05
Grades lowered.....	26	0·92
Dockage raised.....	55	1·95
Dockage lowered.....	148	5·26
	<u>2,815</u>	<u>100·00</u>

RECAPITULATION OF APPEALS

	Cars	Percentage Left and Changed	Percentage of Total Cars Inspected
Total cars appealed.....	11,515		2·784
Left as graded.....	9,970		2·411
Changed on appeal.....			·373
Grades raised.....	1,140	·275	
Grades lowered.....	80	0·019	
Dockage raised.....	87	0·021	
Dockage lowered.....	238	0·058	0·373

Shipments of grain from Fort William, Port Arthur, Vancouver, Prince Rupert, and Victoria, during the year August 1, 1928 to July 31, 1929.

	Fort William and Port Arthur	Van- couver	Prince Rupert	Victoria	Totals
	bush.	bush.	bush.	bush.	
Wheat.....	297,757,613	96,345,566	2,470,510	141,258	396,714,947
Oats.....	24,375,131	842,740	1,779	0	25,219,650
Barley.....	41,809,134	501,435	0	46,820	42,357,389
Rye.....	6,937,172	31,344	0	0	6,968,516
Flax seed.....	3,012,747	21	0	0	3,012,768
Mixed grains.....	513,366	0	0	0	513,366
	<u>374,405,163</u>	<u>97,721,106</u>	<u>2,472,289</u>	<u>188,078</u>	<u>474,786,636</u>

TRADE AND COMMERCE

EASTERN INSPECTION DIVISION

RECEIPTS AND EXPENDITURES YEAR ENDING JULY 31, 1929

	Montreal	Toronto	Totals
	\$ cts.	\$ cts.	\$ cts.
RECEIPTS			
Inspection fees.....	65,175 23	606 00	65,781 23
Miscellaneous.....	17,020 75	359 70	17,380 45
	82,195 98	965 70	83,161 68
EXPENDITURES			
Salaries.....	31,403 90	7,268 00	38,671 90
Miscellaneous.....	6,959 74	1,124 74	8,084 48
	38,363 64	8,392 74	46,756 38

	Receipts	Expenditures		
Montreal.....	\$ 82,195 98	\$ 38,363 64	Surplus	\$43,832 34
Toronto.....	965 70	8,392 74	Deficit	7,427 04
	\$ 83,161 68	46,756,38	Surplus	36,405 30
Expenses Eastern Standards Board.....		\$ 330 39		
Expenses of audit.....		150 00		
				480 39
Net surplus.....				\$35,924 91

Yours truly,

(Sgd.) JAS. D. FRASER,
Chief Inspector.

CHAPTER III

REPORT OF MR. W. T. TODD, DEPUTY REGISTRAR

WINNIPEG, MAN., November 27, 1929.

F. J. RATHBONE, Esq.,
Secretary Board of Grain Commissioners,
Fort William, Ont.

DEAR SIR,—I herewith submit a statement showing the work of the Registration Department for the crop year ended August 31, 1929:—

TOTAL BUSHELS REGISTERED		TOTAL BUSHELS REGISTERED FOR CANCELLATION	
Wheat.....	316,863,335·10	Wheat.....	284,017,488·10
Oats.....	31,104,904·19	Oats.....	23,882,260·11
Barley.....	40,352,026·10	Barley.....	37,849,149·28
Flax.....	2,689,016·01	Flax.....	2,468,809·55
Rye.....	8,440,435·16	Rye.....	6,645,518·10
Mixed grain.....	4,492,561·10	Mixed grain.....	1,556,724·20
Corn.....	206,830·32	Corn.....	131,431·38

Yours truly,

(Sgd.) W. T. TODD,
Deputy Registrar.

CHAPTER IV

REPORT OF MR. S. M. CAPON, ACTING CHIEF WEIGHMASTER

The Secretary,
Board of Grain Commissioners,
Fort William, Ontario.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1929.

ELEVATORS

There have been thirty-three (33) elevators in operation at Fort William and Port Arthur, four (4) public terminals and twenty-nine (29) private terminals, with an approximate storage capacity of eighty-seven million (87,000,000) bushels.

At the Pacific coast there were nineteen (19) elevators in operation, two (2) public terminals and seventeen (17) private terminals. The construction of five (5) new elevators was completed, three at Vancouver, one at Victoria and one at New Westminster during the crop year.

At interior points weighing services were supplied at forty-six (46) licensed elevators, making a total of ninety-eight (98) elevators in the Western Weighing Division, where this department had complete control and supervision of all the weighing of grain.

The handling and weighing equipment in the above elevators has been under constant supervision and the upkeep of the different plants has been satisfactory.

SCALES

The thirty-three (33) elevators operating at Port Arthur and Fort William are equipped with two hundred and three (203) scales of varying capacity up to seventy-five (75) tons, over which approximately eight hundred and twenty-six million, two hundred and ten thousand, six hundred and ten (826,210,610) bushels of grain and three hundred and seventy-eight thousand, four hundred and eighty-four (378,484) tons of screenings have been officially weighed during the crop year, and with the services of a scale mechanic employed by the various elevator companies, these scales have been kept in good repair.

At the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and at the terminal elevators at Vancouver, Prince Rupert, Victoria and New Westminster, loading to deep sea berths, there are ninety-four (94) scales, making a total of two hundred and ninety-seven (297) scales inspected by the Chief Weighmaster under his authority as elevator scale inspector, which have been inspected twice during the year.

The semi-annual test was made on behalf of the board to ensure continued accuracy of the scales, for which there was no charge and the annual inspection was carried out as provided for by the Weights and Measures Act by me, owing to the retirement of Mr. J. G. White, Chief Weighmaster and Elevator Scale

Inspector, the board securing the necessary authority from the department, authorizing me to act as elevator scale inspector. Certificates of verification were issued and fees collected and remitted to the following district inspectors:

J. B. Attridge, Winnipeg.....	\$ 2,307 70
E. B. Lorrimer, Regina.....	79 60
W. Wallace, Saskatoon.....	77 60
A. E. H. Cable, Calgary.....	75 30
J. M. McLeod, Edmonton.....	68 80
A. H. Dutton, Prince Rupert.....	68 85
A. H. Dutton, Vancouver.....	582 60
	<u>\$ 3,260 45</u>

(See detailed statement attached.)

EASTERN DIVISION—SCALE INSPECTION

The scale inspection in the Eastern Division was carried out by Mr. A. A. Bowen, Inspector, Montreal, at the elevators in Goderich, Owen Sound, Port McNicoll, Depot Harbour, Midland, Tiffin, Port Colborne, Sarnia, Peterboro, Montreal, Toronto, Quebec, St. John and Halifax.

WEIGHING STAFF

At the commencement of the crop year August 1, 1928, there were in the Western Weighing Division 247 employees, staffs being maintained at the following points:—

- Ontario.*—Port Arthur, Kenora, Fort William, and Keewatin.
- Manitoba.*—Winnipeg and Portage la Prairie.
- Saskatchewan.*—Saskatoon, Moose Jaw and Factoria.
- Alberta.*—Medicine Hat, Edmonton and Calgary.
- British Columbia.*—Vancouver, Prince Rupert and Victoria.

During the crop year, the following reductions in the staff took place:—

Resigned.....	7
Deceased.....	2
Laid off.....	35
Dismissed.....	2
Superannuated.....	1

while the additions totalled seventy-five (75) representing new appointments, re-engagements and the filling of the above vacancies—the staff at the close of the crop, year July 31, 1929, totalling two hundred and seventy-five (275) employees.

LEAK AND SEAL INSPECTION

Following is a report of the work of the Leak and Seal Inspectors in the railway yards at Winnipeg and Transcona for the year ending July 31, 1929.

	Cars inspected	Cars leaking and defective seals	Per cent
Canadian Pacific Railway.....	178,268	47,237	26.4
Canadian National Railways.....	137,939	26,328	19.1
Total.....	316,207	73,565	Average 23.2

SUMMARY

Cars inspected.....	316,207
Cars leaking and defective seals.....	73,565
Condition reports completed for grain trade.....	36,022

The staff engaged in this work are rendering a very valuable service to shippers and the trade in supplying them with condition reports that assist them in securing adjustments for loss or leakage and, as the getting out of these condition reports involves considerable amount of clerical work, a charge of twenty-five (25c.) cents is collected from shippers requiring this service.

Revenue from this source amounted to \$8,192.50.

WEIGHING

Following are the quantities of grains which were weighed into and out of the elevators at Fort William, Port Arthur and Western points during the crop year ending July 31, 1929.

RECEIPTS AND SHIPMENTS

	Cars	Gross bushels
All grains receipts.....	301,782	437,165,397
Screenings—47,611 tons.....	1,558½	
Shipments—Rail and transfer.....	5,623	24,940,386
Shipments—Lake, 1,497 cargoes.....		364,104,827
Screenings, 330,873 tons.....		
Total Fort William and Port Arthur.....	308,963½	826,210,610
At Kenora.....	2,654	3,849,401
At Keewatin.....	6,760	10,393,051
At Winnipeg.....	28,268	40,174,293
At Portage la Prairie.....	2,226	2,893,252
At Moose Jaw.....	10,944	15,631,845
At Saskatoon.....	10,434	14,353,401
At Medicine Hat.....	4,307	6,029,800
At Calgary.....	16,481	23,482,859
At Edmonton.....	5,323	7,408,978
At Prince Rupert—Receipts.....	1,903	2,544,511
At Prince Rupert—Shipments.....		2,472,288
Other shipments.....		1,778
At Vancouver—Receipts.....	72,584	101,627,382
At Vancouver—Shipments, 609 cargoes.....		95,394,650
At Vancouver—Rail shipments.....	2,188	2,029,242
At Vancouver—Screenings, 29,243 tons.....		
Totals.....	473,035½	1,154,497,341

REPORT OF CARS ARRIVING AT DESTINATION WITH MISSING OR DEFECTIVE SEALS
—CROP YEAR ENDING JULY 31, 1929

Month	Canadian Pacific Railway	Canadian National Railways	Total
1928—August.....	66	88	154
September.....	1,243	743	1,986
October.....	2,446	1,229	3,675
November.....	1,933	973	2,906
December.....	1,223	642	1,865
1929—January.....	208	142	350
February.....	69	36	105
March.....	127	73	200
April.....	163	120	283
May.....	253	159	412
June.....	212	152	364
July.....	235	141	376
	8,178	4,498	12,676

SUMMARY

Via Canadian Pacific Railway.....	8,178
Via Canadian National Railway.....	4,498
	12,676

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN WEIGH- ING DIVISION—CROP YEAR ENDING JULY 31, 1929

CANADIAN PACIFIC RAILWAY

Month	Door post	Grain door	End	Draw bar	Side	King bolt	Floor	Total
1928								
August.....	94	90	225	35	368	5	39	856
September.....	283	293	1,728	307	1,721	20	94	4,446
October.....	653	640	2,790	416	3,120	23	117	7,759
November.....	619	737	2,704	404	2,872	11	92	7,439
December.....	410	414	1,598	208	2,010	11	69	4,720
1929								
January.....	100	186	505	64	957	5	20	1,837
February.....	90	125	240	58	494	4	17	1,028
March.....	200	171	492	113	854	7	28	1,865
April.....	189	156	718	87	816	1	30	1,997
May.....	193	160	860	67	900	4	29	2,213
June.....	300	144	955	103	832	4	15	2,353
July.....	319	132	1,145	90	909	5	17	2,617
Totals.....	3,450	3,248	13,960	1,952	15,853	100	567	39,130

CANADIAN NATIONAL RAILWAYS

Month	Door Post	Grain door	End	Draw bar	Side	King bolt	Floor	Total
1928								
August.....	54	21	122	13	125	2	6	343
September.....	336	259	886	102	464	1	35	2,083
October.....	467	516	1,642	179	811	4	74	3,693
November.....	385	512	1,518	236	922	86	60	3,719
December.....	273	344	1,025	142	547	62	24	2,417
1929								
January.....	103	158	284	35	194	6	9	789
February.....	101	118	153	40	263	19	9	703
March.....	118	133	174	41	384	10	14	874
April.....	176	102	323	49	520	1	11	1,182
May.....	307	146	747	71	894	6	9	2,180
June.....	331	183	837	114	820	1	16	2,302
July.....	342	264	757	73	737	.....	18	2,191
Totals.....	2,993	2,756	8,468	1,095	6,681	198	285	22,476

SUMMARY

Canadian Pacific Railway.....	39,130
Canadian National Railway.....	22,476
Total.....	61,606

Cars transferred on account of bad order, 516.

SHORTAGES—CARS

Considering that over four hundred and seventy-three thousand cars have been officially weighed in the Western Weighing Division during the crop year, apart from cars found leaking there has been few complaints for alleged shortages. Complaints received have been investigated and where it has been proven

that mishaps have occurred at the unloading elevators, the elevator companies have been asked to issue additional warehouse receipts to cover these claims. Very few complaints come to us from cars that are loaded and unloaded under the supervision of our weighmen. If more shippers would use the standard form of loading cars, if a difference was discovered between the loading weight and the weight received into the scale at the unloading elevator, an investigation could be made while the grain is still in the scale hopper and the car at the unloading pit. It is evident that such an investigation is of more value than one made, such as is very often the case, months later.

SHORTAGES—VESSELS

For the crop year ending July 31, 1929, the average of reported outturns of shipments ex Fort William and Port Arthur were not as satisfactory as the previous year. On cargoes unloaded at Canadian ports the average reported shortage was: Wheat 23.62 pounds per 1,000 bushels, and other grain 41.12 pounds per 1,000 bushels. The average reported shortage on cargoes unloaded at American ports was: Wheat 5.01 pounds per 1,000 bushels, other grain 53.29 pounds per 1,000 bushels.

The average for Canadian and American ports was: Wheat 13.67 pounds for 1,000 bushels, and other grain 45.76 pounds per 1,000 bushels.

Outturns received from some elevators at both Canadian and American ports were very good while others were most unsatisfactory. The system of weighing is uniform in the elevators at the head of the lakes and our weighmen use every precaution to maintain the accuracy of weights.

It is also noted that there is a great variation in the average outturns for the crop year of shipping companies that are engaged in the transportation of grain on the Great Lakes.

No outturn reports are received for shipments made from the Pacific coast.

Complaints of alleged shortages were received and thoroughly investigated and there was nothing discovered that would indicate that a mishap had been made at the loading elevators.

ANNUAL WEIGH-UP

The annual weigh-up of the stocks in store in the ten (10) public terminal elevators operating in the Western Weighing Division was carried out according to the Act and, although the stocks were unusually heavy, was completed by August 31 and statements were prepared of the correct quantities of each grade in store and forwarded to the board.

As in previous years, a number of elevators operating in the Western Division as private terminals, were weighed up at their own request, and the usual fee of 50 cents per 1,000 bushels was charged for this service.

S. M. CAPON,

Acting Chief Weighmaster.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

REPORT OF SCALES INSPECTED IN ELEVATORS IN THE WESTERN WEIGHING DIVISION YEAR 1928-29

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspections as occasion called for
		bush.			lb.					\$ cts.	No charge	
PUBLIC TERMINALS												
<i>Fort William, Ont.—</i> Grand Trunk Pacific.....	1910	5,750,000	10 hoppers.....	Gurney.....	120,000	5	5	1910	Annually....	120 00	Semi-annually..	
<i>Port Arthur, Ont.—</i> Canadian Government.....	1913	3,250,000	10 hoppers..... 1 automatic.....	Fairbanks..... Fairbanks.....	120,000 130 600	5 Bagger	5	1913 1918	Annually... Annually... Annually...	120 00 2 50 1 00	Semi-annually..	
Saskatchewan Pool No. 4.....	1917	6,568,410	1 platform.....	Gurney.....	120,000	4	4	1917	Annually...	96 00	Semi-annually..	1 special test.
Saskatchewan Pool No. 6.....	1920		8 hoppers..... 9 hoppers.....	Fairbanks..... Fairbanks.....	120,000 120,000	5	4	1920	Annually...	180 00	Semi-annually..	
<i>Moose Jaw, Sask.—</i> Government.....	1914	3,250,000	6 hoppers..... 2 automatics... 2 platforms...	Fairbanks..... Fairbanks..... Gurney.....	120,000 180 1,200	3 Baggers	3	1914 1915 1915	Annually... Annually... Annually...	72 00 4 60 3 00	Semi-annually..	1 special test.
<i>Saskatoon, Sask.—</i> Government.....	1914	3,250,000	6 hoppers..... 2 automatics... 1 platform....	Gurney..... Fairbanks..... Fairbanks.....	120,000 180 600	3 Baggers	3	1914 1915 1915	Annually... Annually... Annually...	72 00 4 60 1 00	Semi-annually..	
<i>Calgary, Alta.—</i> Government.....	1915	2,500,000	6 hoppers..... 1 automatic... 1 platform....	Fairbanks..... Fairbanks..... Fairbanks.....	120,000 180 600	3 Bagger	3	1915 1915 1915	Annually... Annually... Annually...	72 00 2 30 1 00	Semi-annually..	
<i>Edmonton, Alta.—</i> Government.....	1924	2,500,000	5 hoppers..... 3 automatics... 1 platform....	Gurney..... Richardson..... Fairbanks.....	120,000 180 500	3 Baggers	2	1924 1925 1925	Annually... Annually... Annually...	60 00 7 80 1 00	Semi-annually..	
<i>Vancouver, B.C.—</i> Pacific Terminal.....	1916	2,100,000	3 hoppers..... 3 automatics... 3 automatics...	Fairbanks..... Richardson..... Richardson.....	120,000 10,000 180	3 Baggers	3	1916 1916 1916	Annually... Annually... Annually...	36 00 54 00 9 45	Semi-annually.. Semi-annually..	
Annex.....	1923		1 platform.... 3 hoppers.....	Fairbanks..... Fairbanks.....	1,000 72,000	3	3	1923	Annually...	1 00 30 00	Semi-annually..	
<i>Victoria, B.C.—</i> Panama Pacific.....	1928	1,000,000	1 hopper..... 2 hoppers.....	Gurney..... Gurney.....	120,000 72,000	2	1	1928 1928	Annually... Annually...	12 00 20 00	Semi-annually.. Semi-annually..	

PRIVATE TERMINALS

Fort William, Ont.—

Northland "D".....	1896	7,500,000	3 hoppers.....	Fairbanks.....	96,000	3	.....	1896	Annually....	36 00	Semi-annually..
	1908	.....	4 hoppers.....	Gurney.....	96,000	4	.....	1908	Annually....	48 00	Semi-annually..
	1908	.....	4 hoppers.....	Gurney.....	120,000	.....	4	1908	Annually....	48 00	Semi-annually..
	1914	.....	5 hoppers.....	Gurney.....	100,000	.....	5	1914	Annually....	40 00	Semi-annually..
Saskatchewan Pool No. 8.....	1903	2,500,000	8 hoppers.....	Fairbanks.....	100,000	.....	4	1903	Annually....	96 00	Semi-annually..
			2 hoppers.....	Fairbanks.....	72,000	.....	2	1903	Annually....	20 00	Semi-annually..
Empire.....	1904	1,750,000	8 hoppers.....	Fairbanks.....	96,000	.....	4	1904	Annually....	96 00	Semi-annually..
Western.....	1907	2,850,000	3 hoppers.....	Fairbanks.....	96,000	.....	2	1907	Annually....	36 00	Semi-annually..
2nd Unit.....	1914	.....	4 hoppers.....	Fairbanks.....	120,000	.....	2	1914	Annually....	48 00	Semi-annually..
3rd Unit.....	1923	.....	4 hoppers.....	Fairbanks.....	120,000	.....	2	1923	Annually....	48 00	Semi-annually..
Ogilvie.....	1908	3,000,000	2 hoppers.....	Fairbanks.....	30,000	.....	2	1908	Annually....	12 00	Semi-annually..
	1908	.....	4 hoppers.....	Gurney.....	120,000	.....	.....	1914	Annually....	48 00	Semi-annually..
	1909	1,750,000	3 hoppers.....	Fairbanks.....	96,000	.....	2	1909	Annually....	36 00	Semi-annually..
Consolidated.....	1911	.....	3 hoppers.....	Gurney.....	120,000	.....	2	1911	Annually....	36 00	Semi-annually..
2nd Unit.....	1912	35,000	1 hopper.....	Fairbanks.....	12,000	.....	S. & R.	1912	Annually....	3 50	Semi-annually..
McCabes.....	1912	20,000	1 hopper.....	Fairbanks.....	12,000	.....	S. & R.	1912	Annually....	3 50	Semi-annually..
Bole Grain.....	1912	.....	1 platform.....	Gurney.....	1,200	.....	.....	1913	Annually....	1 50	.....
			1 automatic.....	B. S. & M.....	180	.....	Bag ger	1913	Annually....	2 55	.....
Fort William "F".....	1913	1,750,000	6 hoppers.....	Gurney.....	96,000	.....	6	1913	Annually....	72 00	Semi-annually..
			3 hoppers.....	Gurney.....	120,000	.....	.....	1913	Annually....	36 00	Semi-annually..
Electric.....	1916	1,000,000	3 hoppers.....	Gurney.....	120,000	.....	2	1916	Annually....	36 00	Semi-annually..
			1 hopper.....	Fairbanks.....	84,000	.....	1	1926	Annually....	12 00	Semi-annually..
		59,722,210								1,726 30	

Western Grain.....

National Feed.....

Ogilvie Feed Mill.....

Northwestern.....

Paterson's "O".....

Paterson's "K".....

Searle.....

Port Arthur, Ont.—

Manitoba Pool No. 2.....

Thunder Bay.....

National.....

Manitoba Pool No. 1.....

Union Terminal.....

Saskatchewan Pool No. 5.....

Eastern Terminal.....

	1915	250,000	1 hopper.....	Fairbanks.....	30,000	.....	.....	1915	Annually....	6 00	Semi-annually..
	1918	85,000	1 hopper.....	Fairbanks.....	96,000	.....	S. & R.	1916	Annually....	12 00	Semi-annually..
			1 track scale..	Gurney.....	200,000	.....	S. & R.	1918	Annually....	20 00	Semi-annually..
			1 hopper.....	Gurney.....	30,000	.....	1	1918	Annually....	6 00	Semi-annually..
			1 automatic.....	Richardson.....	180	.....	Bag ger	1918	Annually....	2 45	.....
			1 platform.....	Champion.....	1,200	.....	.....	1918	Annually....	1 50	.....
	1921	180,000	1 hopper.....	Fairbanks.....	84,000	.....	S. & R.	1921	Annually....	12 00	Semi-annually..
	1922	3,000,000	3 hoppers.....	Gurney.....	120,000	.....	1	1922	Annually....	36 00	Semi-annually..
	1925	.....	3 hoppers.....	Gurney.....	120,000	.....	3	1925	Annually....	36 00	Semi-annually..
	1922	2,500,000	4 hoppers.....	Gurney.....	150,000	.....	2	1927	Annually....	54 00	Semi-annually..
			1 hopper.....	Fairbanks.....	60,000	.....	1	1914	Annually....	8 00	Semi-annually..
	1913	50,000	1 hopper.....	Fairbanks.....	30,000	.....	1	1913	Annually....	6 00	Semi-annually..
			1 hopper.....	Fairbanks.....	42,000	.....	.....	1913	Annually....	8 00	Semi-annually..
	1928	3,000,000	4 hoppers.....	Fairbanks.....	150,000	.....	2	1928	Annually....	54 00	Semi-annually..
	1905	1,375,000	1 hopper.....	Fairbanks.....	42,000	.....	1	1905	Annually....	8 00	Semi-annually..
	1908	1,500,000	2 hoppers.....	Fairbanks.....	120,000	.....	1	1923	Annually....	24 00	Semi-annually..
			3 hoppers.....	Fairbanks.....	96,000	.....	3	1908	Annually....	36 00	Semi-annually..
	1916	60,000	3 hoppers.....	Fairbanks.....	120,000	.....	.....	1908	Annually....	36 00	Semi-annually..
			1 hopper.....	Fairbanks.....	60,000	.....	S. & R.	1916	Annually....	8 00	Semi-annually..
			1 automatic....	Richardson.....	180	.....	Bag ger	1918	Annually....	2 70	.....
			1 platform.....	B. S. & M.....	1,200	.....	.....	1918	Annually....	1 50	.....
	1917	1,750,000	2 hoppers.....	Gurney.....	120,000	.....	1	1917	Annually....	24 00	Semi-annually..
			1 hopper.....	Gurney.....	96,000	.....	1	1918	Annually....	12 00	Semi-annually..
	1916	1,200,000	2 hoppers.....	Fairbanks.....	96,000	.....	1	1916	Annually....	24 00	Semi-annually..
			2 hoppers.....	Fairbanks.....	60,000	.....	1	1916	Annually....	16 00	Semi-annually..
	1918	2,100,000	4 hoppers.....	Gurney.....	120,000	.....	2	1918	Annually....	48 00	Semi-annually..
	1918	3,500,000	7 hoppers.....	Gurney.....	120,000	.....	4	1918	Annually....	84 00	Semi-annually..

GRAIN COMMISSION

BOARD OF GRAIN COMMISSIONERS FOR CANADA

REPORT OF SCALES INSPECTED IN ELEVATORS IN THE WESTERN WEIGHING DIVISION YEAR 1928-29

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspections called for
		bush.			lb.					\$ cts.	No charge	
<i>PRIVATE TERMINALS—Concluded</i>												
<i>Port Arthur—Conc.</i>												
Superior.....	1922	900,000	3 hoppers.....	Gurney.....	120,000	2	1	1922	Annually...	36 00	Semi-annually..	
Stewart.....	1923	2,250,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	
Bawlf.....	1923	2,350,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	
Reliance.....	1924	3,800,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1924	Annually...	60 00	Semi-annually..	
United Grain Growers "A".....	1927	5,500,000	7 hoppers.....	Fairbanks.....	150,000	4	3	1927	Annually...	94 50	Semi-annually..	1 special test.
Saskatchewan Pool No. 7.....	1928	6,900,000	11 hoppers.....	Gurney.....	150,000	6	5	1928	Annually...	148 50	Semi-annually..	
<i>Vancouver, B.C.—</i>												
Burrard.....	1923	1,630,000	2 hoppers.....	Fairbanks.....	120,000	.....	2	1923	Annually...	24 00	Semi-annually..	1 special test.
			1 hopper.....	Gurney.....	60,000	1	.....	1924	Annually...	8 00	Semi-annually..	
			2 hoppers.....	Gurney.....	120,000	2	.....	1927	Annually...	24 00	Semi-annually..	
Vancouver Terminal.....	1924	2,250,000	5 hoppers.....	Fairbanks.....	120,000	2	3	1924	Annually...	60 00	Semi-annually..	1 special test.
			1 hopper.....	Gurney.....	132,000	1	.....	1925	Annually...	13 00	Semi-annually..	
Alberta Pool No. 2.....	1924	1,650,000	4 hoppers.....	Gurney.....	150,000	1	3	1924	Annually...	56 00	Semi-annually..	1 special test.
			6 hoppers.....	Gurney.....	72,000	6	.....	1924	Annually...	60 00	Semi-annually..	
Columbia Grain.....	1924	150,000	2 hoppers.....	Fairbanks.....	60,000	2	.....	1924	Annually...	16 00	Semi-annually..	1 special test.
			1 hopper.....	Fairbanks.....	120,000	.....	1	1924	Annually...	12 00	Semi-annually..	
Alberta Pool No. 1.....	1928	5,150,000	7 hoppers.....	Fairbanks.....	120,000	.....	3	1928	Annually...	84 00	Semi-annually..	1 special test.
Midland Pacific.....	1928	1,500,000	3 hoppers.....	Fairbanks.....	120,000	1	2	1928	Annually...	36 00	Semi-annually..	1 special test.
<i>Prince Rupert, B.C.—</i>												
Alberta Pool.....	1925	1,250,000	5 hoppers.....	Gurney.....	120,000	3	2	1925	Annually...	60 00	Semi-annually..	
<i>New Westminster, B.C.</i>												
Fraser River.....	1929	700,000	3 hoppers.....	Gurney.....	120,000	1	2	1929	Annually...	36 00	Semi-annually..	
		116,252,210								3,260 45		

CHAPTER V

“ A ”—REPORT OF LICENSING AND BONDING FOR THE SEASON OF 1928-29

During the licence year of 1928-1929 commencing September 1, 1928, and ending August 31, 1929, 251 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Five thousand seven hundred and sixty-seven applications were received, an increase of 757 over the previous season. Two of the applications were withdrawn and 5,765 licences were issued.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of Licence	Applications		Licences issued
	Received	Withdrawn	
Track buyers.....	82	.....	82
Commission merchants.....	90	.....	90
Primary grain dealers.....	2	.....	2
Public terminal elevators.....	10	.....	10
Private elevators.....	80	.....	80
Public elevators.....	20	.....	20
Manufacturing elevators.....	19	1	18
Elevator space.....	1	.....	1
Country elevators.....	5,154	1	5,153
Private country elevators.....	309	.....	309
	5,767	2	5,765

Surety bonds amounting to \$19,768,800 were executed by twelve of the approved surety companies and were deposited at this office as security covering the operations of the licensees.

At August 31, 1929, there were 5,593 elevators in the Western Inspection Division, with a total storage capacity of 310,419,790 bushels, an increase since August 31, 1928, of 737 elevators, with increased storage of 45,226,440 bushels.

ELEVATOR STORAGE CAPACITY, WESTERN INSPECTION DIVISION, AS AT AUGUST 31, 1929

Kind of Elevator	Number of elevators	Capacity bushels
Country elevators.....	5,483	183,297,430
Public terminal elevators.....	10	38,067,210
Private elevators.....	82	86,485,000
Manufacturing elevators.....	18	2,570,150
	5,593	310,419,790

Of the ten public terminal elevators four are located at the head of the lakes, with total storage capacity of 22,967,210 bushels; four at interior points, capacity 12,000,000 bushels; and two at the Pacific coast with storage capacity of 3,100,000 bushels.

PUBLIC TERMINAL AND PRIVATE ELEVATORS IN THE WESTERN INSPECTION DIVISION AS AT AUGUST 31, 1929

Location	Public terminal elevators		Private elevators	
	Num-ber	Capacity	Num-ber	Capacity
Fort William.....	1	5,750,000	15	31,055,000
Port Arthur.....	3	17,217,210	13	32,725,000
	4	22,967,210	28	63,780,000
Interior points.....	4	12,000,000	38	11,698,000
Pacific coast.....	2	3,100,000	16	11,007,000
Totals.....	10	38,067,210	82	86,485,000

In the Eastern Inspection Division, the only elevators under the jurisdiction of the board are the public elevators, of which there are twenty-seven, with a total storage capacity of 55,162,000. Fifteen of these elevators are located in Ontario, with capacity of 31,150,000 bushels; seven at Montreal and Quebec, storage 20,312,000 bushels; and five at the Atlantic coast, in the Maritime Provinces, with storage capacity of 3,700,000 bushels.

The appended statements show:—

“Licences issued during the past eighteen years.”

“Comparative summary of elevators, together with storage capacities, from 1911-12 to 1928-29.”

“Summary of elevators in the Western and Eastern Inspection Divisions, as at August 31, 1929.”

STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS 1911-12 TO 1928-29

Kind	1928-1929	1927-1928	1926-1927	1925-1926	1924-1925	1923-1924	1922-1923	1921-1922	1920-1921	1919-1920	1918-1919	1917-1918	1916-1917	1915-1916	1914-1915	1913-1914	1912-1913	1911-1912
Country elevators and warehouses.	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,638	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Private country elevators.....	309	156	35															
Public terminal elevators.....	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14		
Private elevators..	80	80	67	64	63	60	32	29	25	17	18	20	21	19	18	13	* 23	* 34
Public elevators..	20	18	17	17	11	10	10	13	11	16	16	18	16	18	18	20		
Manufacturing elevators.....	18	16	10	10	12	11	9	14					1					
Elevator space....	1	1	3	3	2	2	2					7	7	10	7	3	19	58
Track buyers.....	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.....	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Primary grain dealers..... issued.....	2	3	3	3	3	4	6	3	2									
Total number	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,666	3,379	2,924	2,830	2,546	2,271

* Licensed as terminal elevators.

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST 18 YEARS (AS AT
DECEMBER 1) EACH YEAR

Licence year	Stations	Elevators	Warehouses	Capacity
1911-12.....	937	2,037	31	108,649,900
1912-13.....	1,048	2,319	37	127,224,550
1913-14.....	1,217	2,607	24	154,765,000
1914-15.....	1,247	2,813	28	168,624,000
1915-16.....	1,334	3,059	19	180,988,000
1916-17.....	1,400	3,360	.....	193,844,000
1917-18.....	1,463	3,694	.....	211,591,800
1918-19.....	1,484	3,777	.....	221,279,964
1919-20.....	1,511	3,797	.....	226,256,970
1920-21.....	1,542	3,855	.....	231,213,620
1921-22.....	1,559	3,924	.....	231,633,420
1922-23.....	1,578	4,020	.....	238,107,420
1923-24.....	1,620	4,169	.....	251,194,620
1924-25.....	1,704	4,324	.....	269,900,620
1925-26.....	1,745	4,416	.....	281,746,560
1926-27.....	1,798	4,558	.....	284,818,200
1927-28.....	1,852	4,823	.....	310,832,200
1928-29.....	1,972	5,481	.....	358,254,790

SUMMARY OF ELEVATORS AND WAREHOUSES IN THE EASTERN AND WESTERN
INSPECTION DIVISIONS, AS AT AUGUST 31, 1929

Province	Stations	Elevators	Capacity
			bush.
MANITOBA—	385	746	24,151,900
Country elevators.....	1 (2)	5	1,362,000
Manufacturing elevators.....	2 (5)	14	4,015,000
Private elevators.....			
Total.....	388	765	29,528,900
SASKATCHEWAN—	1,068	3,138	99,514,030
Country elevators.....	1 (2)	2	28,000
Manufacturing elevators.....	(2)	2	7,000,000
Public terminal elevators.....	1 (3)	4	2,510,000
Private elevators.....			
Total.....	1,070	3,146	109,052,030
ALBERTA—	572	1,597	59,576,500
Country elevators.....	1 (2)	3	710,000
Manufacturing elevators.....	(2)	2	5,000,000
Public terminal elevators.....	(3)	17	3,423,000
Private elevators.....			
Total.....	573	1,619	68,709,500
BRITISH COLUMBIA—	1	1	15,000
Country elevators.....	4	6	275,150
Manufacturing elevators.....	1 (2)	2	3,100,000
Public terminal elevators.....	1 (3)	16	11,007,000
Private elevators.....			
Total.....	7	25	14,397,150
ONTARIO—	(1)	1	40,000
Country elevators.....	(1)	2	195,000
Manufacturing elevators.....	(2)	4	22,967,210
Public terminal elevators.....	4	31	65,530,000
Private elevators.....			
Total.....	4	38	88,732,210
WESTERN DIVISION.....	2,042	5,593	310,419,790
ONTARIO—Public elevators.....	11	15	31,150,000
QUEBEC—Public elevators.....	2	7	20,312,000
NEW BRUNSWICK—Public elevators.....	2	3	2,200,000
NOVA SCOTIA—Public elevators.....	1	2	1,500,000
EASTERN DIVISION.....	16	27	55,162,000
Grand total.....	2,058	5,620	365,581,790

“ B ”—LOADING PLATFORMS

During the season of 1927-28 the board dealt with a number of petitions for the erection and extension of grain loading platforms.

At April 15, 1929, there were loading platforms at 2,378 points in Western Canada, at which farmers could load grain, without putting such grain through country elevators, into 5,763 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

As at April 15, 1929

	Number of stations	Car capacity
Manitoba.....	647	1,732
Saskatchewan.....	1,081	2,694
Alberta.....	620	1,275
British Columbia.....	22	46
Ontario.....	8	16
	2,378	5,763

“ C ”—CARS OUT OF TURN

By virtue of section 192 of the Canada Grain Act, the board is accorded certain discretionary powers in connection with the supplying of cars for the shipment of grain at country points. During the year 1928-29 the board ordered six hundred and fifty-four (654) cars to be supplied out of turn for the relief of elevators in danger of collapse, for the shipment of seed grain, for grain urgently required for feeding and milling purposes, and for grain out of condition or insufficiently housed.

“ D ”—COMPLAINTS

During the year ending August 31, 1929, the board dealt with four hundred and thirty-five (435) complaints relating to inspection and weighing of grain, shipments ex country elevators, etc.

CHAPTER VI

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES
AT FORT WILLIAM AND PORT ARTHUR TERMINALS

FOR THE YEAR ENDING AUGUST 31, 1930

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925, and amendments thereto.

ELEVATION CHARGES

On straight grade, tough, damp or wet grain receiving, elevating, shipping, storing and insurance against fire for the first fifteen days: flax, 2 cents per bushel; rye, $1\frac{1}{2}$ cents per bushel; wheat, oats and barley, $1\frac{1}{4}$ cents per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored it will only be at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of screenings.

On wheat carrying a dockage containing three and one-half per cent ($3\frac{1}{2}$ %) wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage, under 3 per cent, no charge.

Dockage, 3 per cent to 5 per cent, inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage, $5\frac{1}{2}$ per cent to 10 per cent, one cent (1c.) per bushel.

Dockage over 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent, no charge.

Over 5 per cent and up to 10 per cent, oats and barley, one cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye, two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic Grain), three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent, four cents (4c.) per 100 pounds.

Dockage over 15 per cent, five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent, no charge.

Over 5 per cent and up to 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, two cents (2c.) per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

On tough grain, three cents (3c.) per bushel.

On damp or wet grain, five cents (5c.) per bushel.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE ON ALL CARS

Wheat..	30 pounds per car.
Oats..	50 pounds per car.
Barley ..	50 pounds per car.
Mixed Grain..	50 pounds per car.
Rye..	56 pounds per car.
Flax..	56 pounds per car.

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading car, five dollars (\$5) per bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the board of any public terminal elevator, the above tariff may be reduced insofar as that elevator is concerned, but such reduced charges must apply to all grain received at such elevator during the crop year 1929-30.

PUBLISHED BY THE BOARD OF GRAIN
COMMISSIONERS FOR CANADA

F. J. RATHBONE,
Secretary.

Authorized by Order in Council P.C. 1883.

Dated at Ottawa, September 25, 1929.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., November 4, 1929.

File No. 1485.

TO ALL OPERATORS OF PUBLIC AND PRIVATE ELEVATORS

For your information I give below rulings of the Board in connection with the interpretation of the tariff covering the operation of public terminal elevators:—

“On all cars of wheat containing three and one-half per cent (3½%) or over of Wild Oats the cleaning charge shall be based on the total dockage as set by the Inspection

Branch. The allowance of one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car is to be deducted from the Wild Oats, returns to be made for the 'Wild Oats' and the balance of the screenings, if any".

"Cars containing five per cent (5%) or over of 'Broken Wheat', practically free from seeds, will be graded C.C. for 'Broken Wheat' and a charge of three cents, (3c.) per hundred pounds may be assessed. When the Broken Wheat is less than five per cent (5%) or when mixed with other seeds, it will be treated as 'Screenings Broken Wheat' and the cleaning charges shall be assessed on the same basis as cars containing ordinary dockage".

By Order of the Board,

F. J. RATHBONE,
Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., November 14, 1929.

File No. 1485.

TO ALL OPERATORS OF PUBLIC AND PRIVATE ELEVATORS

Further to the Board's circular letter under date of November 4, 1929, regarding returns for "Wild Oats", I am instructed to advise the Board is of the opinion that those elevators at present registering warehouse receipts, should issue warehouse receipts for oat scalpings (in bushels) instead of wild oats, such warehouse receipts to be submitted for registration to the Board's registrar.

By Order of the Board,

F. J. RATHBONE,
Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., December 14, 1929.

File No. 1485.

TO ALL OPERATORS OF PUBLIC AND PRIVATE ELEVATORS

STORAGE CHARGES FOR OAT SCALPINGS

For your information I beg to advise that the Board has approved of the storage charges for Oats as contained in the present Tariff of Charges being applied on Oat Scalpings; Oat Scalpings to be considered on a basis of thirty-four (34) pounds to the bushel.

Yours truly,

F. J. RATHBONE,
Secretary.

MAXIMUM TARIFF CHARGES, GOVERNMENT INTERIOR TERMINAL
ELEVATORS AT SASKATOON, MOOSE JAW, CALGARY,
AND EDMONTON

FOR THE YEAR ENDED AUGUST 31, 1930

EFFECTIVE OCTOBER 7, 1929

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1925, and amendments thereto.

ELEVATION CHARGES

On straight grade, tough, damp, or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one cent (1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract, except that from November 1 to April 1 tough grain will be received and stored under the terms and conditions applying to straight grade grain as provided in sections 130 to 139 Canada Grain Act.

On mixed grains handled as mixture, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one and one-half cents ($1\frac{1}{2}$ c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing three and one-half per cent ($3\frac{1}{2}$ %) wild oats, a separate return will be made for the wild oats after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste.

On oats and barley carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

Dockage 3 per cent to 5 per cent inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent, one cent (1c.) per bushel.

Dockage over 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of—

Up to and including 5 per cent, no charge.

Over 5 per cent and up to 10 per cent, oats and barley, one cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye, two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. cars) computed on the gross weight of the car, additional separating charges as follows:—

Dockage up to 10 per cent (domestic grain), three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent, four cents (4c.) per 100 pounds.

Dockage over 15 per cent, five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated shall be classified as "Flax and Broken Wheat."

On flax, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of—

Up to and including 5 per cent, no charge.

Over 5 per cent and up to 10 per cent, one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, 2 cents (2c.) per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

On tough grain, three cents (3c.) per bushel.
On damp or wet grain, five cents (5c.) per bushel.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds
Oats.. . . .	50 pounds
Barley.. . . .	50 pounds
Flax.. . . .	56 pounds
Rye.. . . .	56 pounds
Mixed grain.. . . .	50 pounds

ALL CHARGES

All charges for cleaning, drying or other treatments will be computed on gross weight, for elevation and storage on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads, for their removal and other additional expense in handling, and unloading car, five dollars (\$5) for each bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

SACKING GRAIN

Sacking grain and loading to cars or other vehicles will be subject to rate agreed upon.

PREPARING CARS FOR LOADING

When paper is used in preparing cars there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time subject to the approval of the Board of Grain Commissioners.

This tariff of rates is published by the Board of Grain Commissioners for Canada in accordance with section 127 of the Canada Grain Act and shall become effective as from October 7, 1929.

BOARD OF GRAIN COMMISSIONERS FOR CANADA.

F. J. RATHBONE,
Secretary.

FORT WILLIAM, ONTARIO.

COUNTRY ELEVATORS

MAXIMUM TARIFF OF CHARGES FOR LICENSED COUNTRY ELEVATORS FOR THE PERIOD ENDING AUGUST 31, 1930. EFFECTIVE SEPTEMBER 1, 1929

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of The Canada Grain Act, 1925, and amendments thereto.

Maximum Rates—Special Bin Grain.—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3c.) per bushel for Flax, two and one-half cents ($2\frac{1}{2}$ c.) per bushel for Wheat, Barley and Rye, and one and three-quarter cents ($1\frac{3}{4}$ c.) per bushel for Oats.

Graded Storage and Subject to Grade and Dockage Grain.—Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track; no elevator shall charge more than three cents (3c.) per bushel for Flax, two cents (2c.) per bushel for Wheat, Barley and Rye, and one and three-quarter cents ($1\frac{3}{4}$ c.) per bushel for Oats. Storage not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

Cleaning.—The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2c.) per bushel.

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in the shrinkage table as authorized by the Governor in Council and declared to form part of the tariff and Rules and Regulations for Country Elevators.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

Such shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

Dockage on Cash or Stored Grain.—No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

General.—When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow and ice, may be handled subject to agreement between the owner of the grain and the operator.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place, a diagram to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge, or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

6. No licence will be granted for the operation of any country elevator the agent or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after license has been granted, such licence will be subject to immediate cancellation.

RULES AND REGULATIONS FOR HANDLING GRAIN FOR WHICH SPECIAL BIN OR SUBJECT TO GRADE AND DOCKAGE TICKETS HAVE BEEN ISSUED, OR WHERE THERE IS DISAGREEMENT AS TO GRADE AND DOCKAGE

1. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue the grade offered by the elevator owner or operator to the owner of the grain and the following words: "Subject to Inspector's Grade and Dockage."

2. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

3. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

4. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners, and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain. The warehouseman shall be the custodian of the receptacle and of the sample.

5. In the case of subject to grade and dockage grain, a fair and proper sample of at least 2 quarts shall then be drawn in the presence of the owner of the grain from such receptacle, and forwarded in a suitable receptacle properly tied and sealed, and marked "Subject to Inspector's Grade and Dockage," to the Chief Inspector of Grain, and shall be accompanied by a request in writing of either or both parties aforesaid that the Chief Inspector will examine the sample and report on the grade and dockage the grain is in his opinion entitled to, and would receive if shipped to a terminal point and subjected to an official inspection.

6. After receiving the inspector's judgment, showing the grade and dockage the elevator operator shall in the case of cash tickets make settlement on the basis of the grade and dockage given by the Chief Inspector, and shall, in the case of subject to grade and dockage tickets, issue graded storage tickets showing the grade and dockage as given by the Chief Inspector for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original subject to grade and dockage tickets, after which the grain shall be subject to the rules and regulations covering graded stored grain.

7. Notwithstanding any regulation provided in paragraphs five and six of these regulations, if the identity of the grain has been preserved even though subject to grade and dockage tickets may have been issued therefor, if agreeable to the owner, the grain then may be handled in accordance with the provisions of the Canada Grain Act, and Rules and Regulations relating to the special binning of grain in country elevators.

8. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets: "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the Chief Inspector, it will still grade "tough, damp or wet."

9. If the elevator operator fails at any time to draw and preserve such sample in the manner stated herein, the owner or operator must account to the owner of the grain for the grade designated by the said owner.

10. When submitting samples of grain to the Chief Inspector, elevator operators must have such samples properly marked either "Special Bin" or "Subject to Inspector's Grade and Dockage" as the case may be.

Approved by Board of Grain Commissioners for Canada.

F. J. RATHBONE,
Secretary.

Authorized by Order in Council P.C. 1787.

Dated at Ottawa, September 12, 1929.

SHRINKAGE TABLE

Wheat, Flax and Rye				Oats			Barley		
Gross bushels	Gross weight in pounds		Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance	Gross bushels	Gross weight in pounds	Shrinkage allowance
	lb.	lb.	lb.		lb.	lb.		lb.	lb.
Up to and including 25 bushels...	1,500	1,400	5	Up to and including 25 bushels.....	850	5	Up to and including 25 bushels.....	1,200	5
Over 25 bushels. to 42 “	1,500 2,520	1,400 2,352	10	Over 25 bushels... to 42 “ ..	850 1,428	6	Over 25 bushels... to 42 “ ..	1,200 2,016	8
Over 42 “ to 58 “	2,520 3,480	2,352 3,248	15	Over 42 “ .. to 58 “ ..	1,428 1,972	8	Over 42 “ .. to 58 “ ..	2,016 784	12
Over 58 “ to 75 “	3,480 4,500	3,248 4,200	20	Over 58 “ .. to 75 “ ..	1,972 2,550	11	Over 58 “ .. to 75 “ ..	2,784 3,600	16
Over 75 “ to 92 “	4,500 5,520	4,200 5,152	25	Over 75 “ .. to 92 “ ..	2,550 3,128	14	Over 75 “ .. to 92 “ ..	3,600 4,416	20
Over 92 “ to 108 “	5,520 6,480	5,152 6,048	30	Over 92 “ .. to 108 “ ..	3,128 3,672	17	Over 92 “ .. to 108 “ ..	4,416 5,184	24
Over 108 “ to 125 “	6,480 7,500	6,048 7,000	35	Over 108 “ .. to 125 “ ..	3,672 4,250	20	Over 108 “ .. to 125 “ ..	5,184 6,000	28
Over 125 “ to 142 “	7,500 8,520	7,000 7,952	40	Over 125 “ .. to 142 “ ..	4,250 4,828	23	Over 125 “ .. to 142 “ ..	6,000 6,816	32
Over 142 “ to 158 “	8,520 9,480	7,952 8,848	45	Over 142 “ .. to 158 “ ..	4,828 5,372	26	Over 142 “ .. to 158 “ ..	6,816 7,584	36

Shrinkage.—No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in this shrinkage table as authorized by the Governor in Council and declared to form part of the tariff and Rules and Regulations for Country Elevators. All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in this schedule. This shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

The above table applies to cash, special binned and stored to grade grain.

Authorized by Order in Council P.C. 1787.

Dated at Ottawa, September 12, 1929.

Approved by Board of Grain Commissioners for Canada,

F. J. RATHBONE,

Secretary.

MAXIMUM TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES AT VANCOUVER, BRITISH COLUMBIA

FOR THE YEAR ENDING AUGUST 31, 1930

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1925, and amendments thereto:—

ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, flax, two cents (2c.) per bushel; rye, one and one-half cents (1½c.) per bushel; wheat, oats and barley, one and one-quarter cents (1¼c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused, if received and stored it will only be at the owner's risk of deterioration and under special contract, except that tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act and provisions included in the special provisions made for the Port of Vancouver. (See Canada Grain Act, 1925, and amendments thereto.)

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing three and one-half per cent (3½%) wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said Department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent, no charge.

Dockage 3 per cent to 5 per cent inclusive, one-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage 5½ per cent to 10 per cent, one cent (1c.) per bushel.

Dockage over 10 per cent, one and one-half cents (1½c.) per bushel.

On wheat carrying a return of Wild Oats computed on the gross weight of the car, an additional separating charge of one-half of one cent ($\frac{1}{2}$ c.) per bushel.

On all cars carrying a dockage of:—

Up to and including 5 per cent, no charge.

Over 5 per cent and up to 10 per cent, oats and barley, one cent (1c.) bushel.

Over 5 per cent and up to 10 per cent, rye, one and one-half cents (1½c.) per bushel.

Over 10 per cent, oats and barley, one and one-half cents (1½c.) per bushel.

Rye, two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. Cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic Grain), three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent, four cents (4c.) per 100 pounds.

Dockage over 15 per cent, five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat".

On Flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of: up to and including 5 per cent, no charge; over 5 per cent and up to 10 per cent, one and one-half cents (1½c.) per bushel; over 10 per cent, two cents (2c.) per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

On tough grain, three cents (3c.) per bushel.

On damp or wet grain, five cents (5c.) per bushel.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE ON ALL CARS

Wheat.. . . .	30 pounds per car
Oats.. . . .	50 pounds per car
Barley.. . . .	50 pounds per car
Mixed grain.. . . .	50 pounds per car
Rye.. . . .	56 pounds per car
Flax.. . . .	56 pounds per car

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car; for elevation and storage, on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever, must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading cars, \$5 for each bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

SACKING GRAIN

For sacking grain the following charges will be made: $1\frac{1}{2}$ c. per bushel on sacks not exceeding 125 pounds; 2c. per bushel on sacks not exceeding 160 pounds; $2\frac{1}{2}$ c. per bushel on sacks not exceeding 220 pounds.

For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of Screenings will be done only when conditions warrant it, and the Superintendents of such terminal elevators will be the sole judge of this.

Sacks and twine to be furnished by the shipper or supplied at his expense. In case of machine sewing, one-half of one cent ($\frac{1}{2}$ c.) per sack will be charged for twine.

STENCILLING

A charge of one-half cent ($\frac{1}{2}$ c.) per sack will be made for stencilling.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the Board of any Public Terminal Elevator, the above tariff may be reduced in so far as that elevator is concerned, but such reduced charges must apply to all grain received at such elevator during the Crop Year 1929-30.

Published by the Board of Grain Commissioners for Canada.

F. J. RATHBONE,
Secretary.

Authorized by Order in Council, P.C. 1884,

Dated at Ottawa, September 25, 1929.

CHAPTER VII

MEMORANDUM *RE* INTERPRETATION OF CERTAIN SECTIONS
DEALING WITH THE CAR ORDER BOOK*Section 179, ss. 1*

This section requires that there shall be kept a Car Order Book for each shipping point, thus where an agent bills cars for a siding adjacent to his station, where there is no agent he will have to keep two books, unless a Car Order Book custodian is appointed for such siding as provided in ss. 3.

Section 180, ss. 1, 2 and 3

This section gives a farmer the right to appoint an agent to order a car for him. An individual's right to order a car for himself, however, is not disturbed by acting as agent for another applicant, but an individual who has acted as an agent cannot act in that capacity again until the previous order for a car filed by him as agent, has been filled or cancelled.

Orders for cars for Indians on Reserve may be filed by Indian Agent repeating each application for each car in turn with other applicants for cars. When making application Indian Reserve should be quoted instead of section, etc.

Section 180, ss. 4

The words "Country Elevator" mean an order for a car for a person or company operating an elevator at any given point for its own use only.

Section 181, ss. 2

This section is intended to cover shipments by a loader or from a loading-platform. It provides that farmers may combine for the purpose set forth in said sub-sections without disturbing their rights as set forth in section 180.

Section 182, ss. 3

The "Land" is interpreted to mean the area being operated as one farm, hence a person operating several farms at different points can have more than one application for a car on the Order Books, providing they are not for grain from the same farm, and providing they are at different shipping points.

The same applicant can not have more than one unfilled order on the book for same land but lessor and tenant who are different applicants and who are each actual owners of a carload of grain can file applications.

Section 185, ss. 1

The onus to notify an applicant for a car that a car is available rests upon the railway companies as formerly, although on account of the new form of Order Book the provision respecting the posting of lists has been omitted from the Act.

Section 188, ss. 2

This means that there shall not be standing more than one application in the name of any person on any specific Car Order Book.

Section 191, ss. 1, paragraph "C"

The penalty is for more than one unfilled order on the Car Order Book or for having an unfilled order for a car for the shipment of the *same grain* on more than one Car Order Book.

N.B.—When application is made for a car the applicant or his agent should indicate to the railway agent the method by which notice may be given to him that a car is available.

Board of Grain Commissioners for Canada.

F. J. RATHBONE, *Secretary*.

CHAPTER VIII

SUMMARY of Annual Weigh-Up of Grain in Public Terminal Elevators, 1929

Elevator Company	Wheat		Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Fort William-Port Arthur— Grand Trunk Pacific Terminal Elevator Co.....	32,361-20	.....	6,111-04	.....	5,720-22	.....	351-02	.....	.....	3,261-53	212,144	.....
Saskatchewan Pool Terminal No. 4.....	.....	51,583-30	9,789-17	.....	15,947-17	.....	.....	2,422-50	.....	886-36	.....	551,799
Saskatchewan Pool Terminal No. 6.....	.....	33,742-00	12,146-32	.....	23,136-30	.....	628-50	.....	.....	4,113-04	.....	780,844
Canadian Government Elevators	4,970-20	.....	2,430-24	.....	1,581-35	.....	.....	3,232-04	.....	1,346-21	59,285	.....
Vancouver—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific Terminal Co.....	1,206-20	.....	597-22	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Panama Pacific Grain Terminals Ltd.....	308-20	.....	.....	.....	47-24	.....	.....	.....	.....	.....	.....	.....
Totals.....	38,846-20	85,325-30	31,075-31	.....	46,433-32	.....	979-52	5,654-54	.....	9,608-02	271,429	1,332,643
Total net.....	.....	46,479-10	31,075-31	.....	46,433-32	.....	.....	4,675-02	.....	9,608-02	.....	1,061,214

{ Surplus.....
or
Deficit.....

CHAPTER IX

SESSIONS Held by the Board during Crop Year 1928-29

Date	Place	Subject matter
1928		
Sept. 8.....	Winnipeg, Man.....	Routine matters.
" 13.....	Fort William, Ont.....	Routine matters.
" 17.....	Fort William, Ont.....	Routine matters.
" 20.....	Winnipeg, Man.....	Routine matters.
" 26.....	Fort William, Ont.....	Routine matters.
" 27.....	Fort William, Ont.....	Investigation of complaints and routine matters.
Oct. 1.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 2.....	Fort William, Ont.....	Conference with Hon. W. R. Motherwell for discussion of matters relating to the grading of grain. Investigation of complaints and routine matters.
" 3.....	Fort William, Ont.....	Routine matters.
" 5.....	Winnipeg, Man.....	Investigation of complaints.
" 20.....	Winnipeg, Man.....	Routine matters.
" 22.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 29.....	Fort William, Ont.....	Routine matters.
Nov. 1.....	Winnipeg, Man.....	Routine matters.
" 7.....	Winnipeg, Man.....	Routine.
" 15.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 20.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 22.....	Winnipeg, Man.....	Investigation of complaints.
" 27.....	Fort William, Ont.....	Investigation of complaints and routine.
Dec. 4.....	Winnipeg, Man.....	Meeting with Dr. Tory, president of the National Research Council <i>re</i> problems to be undertaken by the Grain Committee of the Research Council.
" 5.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 10.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 12.....	Winnipeg, Man.....	Investigation of complaints.
" 13.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 15.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 18.....	Montreal, Que.....	Meeting for purpose of discussing the matter of mixing Canadian grain with American grades of grain.
1929		
Jan. 12.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 22.....	Rowley, Alta.....	Investigation of complaint filed by Thomson Bros. of Rowley, Alta., against the Home Grain Co., Ltd.
Feb. 12.....	Fort William, Ont.....	Investigation of complaints and routine matters.
" 14.....	Ottawa, Ont.....	Conference with Hon. Jas. Malcolm, Minister of Trade and Commerce, <i>re</i> grading of Garnet wheat.
" 16.....	Montreal, Que.....	Investigation of complaints and routine matters.
" 19.....	Ottawa, Ont.....	Conference with Hon. Jas. Malcolm, Minister of Trade and Commerce, Hon. Mr. Dunning, and other members of parliament <i>re</i> matters relating to the administration of the Canada Grain Act.
" 21.....	Fort William, Ont.....	Meeting with the representatives of an association of elevator operators regarding matters relating to the operation of terminal elevators.
" 22.....	Winnipeg, Man.....	Investigation of complaints and routine matters.
" 24.....	Winnipeg, Man.....	Investigation of complaints.
April 2.....	Edmonton, Alta.....	Meeting with the Grain Section of the Edmonton Board of Trade <i>re</i> grading of grain.
" 2.....	Edmonton, Alta.....	Investigation of complaint filed by J. P. Richardson of Colinton, Alta., against the Alberta Pacific Grain Company Limited.
June 24.....	Fort William, Ont.....	Investigation of complaints and routine matters.
July 4.....	Fort William, Ont.....	Investigation of complaints and routine matters.
Aug. 22.....	Fort William, Ont.....	New Board, Oath of Office and routine matters.
" 30.....	Winnipeg, Man.....	Tariff of charges, Public Terminal and Country elevators; also Rules and Regulations Country Elevators; investigation of complaints and routine matters.

CHAPTER X

STATEMENT of Revenue and Expenditure for Crop Year Ending August 31,
1929—Eastern and Western Divisions

WESTERN DIVISION

(A) WINNIPEG—		
<i>Receipts</i> —	Inspection fees.....	\$ 292,992 00
	Weighing fees.....	25,162 50
	Samples sold.....	11,815 65
	Overtime.....	1,147 35
	Retund express.....	2,286 45
	Splits.....	364 90
	Sundries.....	23 80
	Condition reports.....	8,494 25
		<u>\$ 342,286 90</u>
<i>Expenditure</i> —	Salaries—Inspection.....	366,427 40
	Salaries—Weighing.....	90,423 82
	Rents—Inspection.....	26,322 00
	Rents—Weighing.....	2,095 00
	Expenses—Inspection.....	24,046 63
	Expenses—Weighing.....	1,015 21
		<u>510,330 06</u>
	Deficit.....	<u>\$ 168,043 16</u>
(B) KEEWATIN—		
<i>Receipts</i> —	Weighing fees.....	6,827 00
	Overtime.....	60 60
		<u>6,887 60</u>
<i>Expenditure</i> —	Salaries—Weighing.....	6,149 60
	Expenses.....	164 30
		<u>6,313 90</u>
	Surplus.....	<u>\$ 573 70</u>
(C) KENORA—		
<i>Receipts</i> —	Weighing fees.....	2,742 00
	Overtime.....	181 00
		<u>2,923 00</u>
<i>Expenditure</i> —	Salaries—Weighing.....	1,981 00
	Expenses.....	79 00
		<u>2,060 00</u>
	Surplus.....	<u>\$ 863 00</u>
(D) PETERBOROUGH—		
<i>Receipts</i> —	Weighing fees.....	2,448 00
		<u>2,448 00</u>
<i>Expenditure</i> —	Salaries—Weighing.....	2,390 00
		<u>2,390 00</u>
	Surplus.....	<u>\$ 58 00</u>
(E) PORTAGE LA PRAIRIE—		
<i>Receipts</i> —	Weighing fees.....	4,011 50
	Overtime.....	5 50
		<u>4,017 00</u>
<i>Expenditure</i> —	Salaries—Weighing.....	4,925 50
		<u>4,925 50</u>
	Deficit.....	<u>908 50</u>
(F) PRINCE RUPERT—		
<i>Receipts</i> —	Inspection fees.....	\$ 2,572 00
	Weighing fees.....	4,477 00
	Samples sold.....	101 14
		<u>\$ 7,150 14</u>
<i>Expenditure</i> —	Salaries—Inspection.....	5,410 50
	Salaries—Weighing.....	4,045 50
	Expenses—Inspection.....	40 15
	Expenses—Weighing.....	8 90
		<u>9,505 05</u>
	Deficit.....	<u>\$ 2,354 91</u>

GRAIN COMMISSION

45

WESTERN DIVISION—Continued

(G) TRANScona—			
Receipts—	Inspection fees.....	2,700 00	
	Weighing fees.....	6,330 00	
	Overtime.....	134 15	
			9,164 15
Expenditure—	Salaries—Inspection.....	4,416 00	
	Salaries—Weighing.....	4,496 00	
			8,912 00
	Surplus.....		\$ 252 15
(H) SASKATOON—			
Receipts—	Inspection fees.....	10,929 50	
	Weighing fees.....	12,198 00	
	Samples sold.....	182 41	
	Overtime.....	784 75	
			24,094 66
Expenditure—	Salaries—Inspection.....	13,170 25	
	Salaries—Weighing.....	11,279 70	
	Rent—Inspection.....	1,220 80	
	Sundries—Inspection.....	827 38	
			26,498 13
	Deficit.....		\$ 2,403 47
(I) MOOSE JAW—			
Receipts—	Inspection fees.....	39,173 00	
	Weighing fees.....	10,886 00	
	Samples sold.....	1,740 85	
	Overtime.....	347 95	
			52,147 80
Expenditure—	Salaries—Inspection.....	56,074 06	
	Salaries—Weighing.....	8,856 27	
	Rent—Inspection.....	1,336 00	
	Sundries—Inspection.....	2,354 28	
			68,620 61
	Deficit.....		\$ 16,472 81
(J) CALGARY—			
Receipts—	Inspection fees.....	51,548 00	
	Weighing fees.....	19,721 83	
	Samples sold.....	1,844 05	
	Sundries.....	16 75	
	Overtime.....	531 00	
			73,661 63
Expenditure—	Salaries—Inspection.....	46,030 45	
	Salaries—Weighing.....	20,517 86	
	Rent—Inspection.....	2,506 60	
	Sundries.....	5,696 46	
			74,751 37
	Deficit.....		\$ 1,089 74
(K) EDMONTON—			
Receipts—	Inspection fees.....	39,493 00	
	Weighing fees.....	6,274 00	
	Samples sold.....	1,211 93	
	Sundries.....	0 50	
	Overtime.....	101 00	
			47,080 43
Expenditure—	Salaries—Inspection.....	45,310 69	
	Salaries—Weighing.....	6,549 75	
	Rent—Inspection.....	4,480 00	
	Sundries—Inspection.....	3,593 18	
	Sundries—Weighing.....	44 00	
			59,977 62
	Deficit.....		\$ 12,897 19
(L) VANCOUVER—			
Receipts—	Inspection fees.....	98,466 00	
	Weighing fees.....	171,534 00	
	Samples sold.....	1,068 32	
	Overtime.....	233 75	
			271,302 07
Expenditure—	Salaries—Inspection.....	84,451 76	
	Salaries—Weighing.....	61,311 95	
	Rent—Inspection.....	300 00	
	Sundries—Inspection.....	3,839 02	
	Sundries—Weighing.....	974 38	
			150,877 11
	Surplus.....		\$ 120,424 96

STATEMENT of Revenue and Expenditure for Crop Year Ending August 31,
1929—Eastern and Western Divisions—Continued

WESTERN DIVISION—Continued

(M) SUPERIOR—			
Receipts—	Inspection fees.....	2,578 90	
			2,578 90
Expenditure—	Salaries—Inspection.....	4,196 00	
	Expenses.....	70 45	
			4,266 45
	Deficit.....		\$ 1,687 55
(N) VICTORIA—			
Receipts—	Inspection fees.....	193 00	
	Weighing fees.....	340 00	
			533 00
Expenditure—	Inspection—Salaries.....	1,440 00	
	Weighing—Salaries.....	2,050 00	
	Expenses.....	4 50	
			3,494 50
	Deficit.....		\$ 2,961 50
(O) MEDICINE HAT—			
Receipts—	Inspection fees.....	6,053 31	
	Weighing fees.....	6,895 35	
	Overtime.....	362 00	
			13,310 66
Expenditure—	Salaries—Inspection.....	5,526 50	
	Salaries—Weighing.....	6,996 00	
	Rent inspection.....	300 00	
	Expenses.....	488 16	
			13,310 66
(P) FORT WILLIAM—			
Receipts—	Inspection fees.....	376,399 00	
	Weighing fees.....	677,076 30	
	Samples sold.....	7,166 10	
	Splits.....	12 70	
	Overtime.....	26,041 49	
			1,086,695 59
Expenditure—	Salaries—Inspection.....	383,542 01	
	Salaries—Weighing.....	315,981 61	
	Rent—Inspection.....	9,136 35	
	Rent—Weighing.....	3,092 08	
	Sundries—Inspection.....	11,463 18	
	Sundries—Weighing.....	3,712 75	
			726,927 98
	Surplus.....		\$ 359,767 61
(Q) APPEAL BOARD—			
Receipts—	Appeal fees—Winnipeg.....	8,414 75	
	Appeal fees—Calgary.....	3,086 25	
	Appeal fees—Edmonton.....	3,909 50	
			15,410 50
Expenditure—	Salaries—Winnipeg.....	6,750 00	
	Salaries—Calgary.....	4,300 00	
	Salaries—Edmonton.....	4,400 00	
	Rent—Winnipeg.....	526 15	
	Rent—Calgary.....	336 36	
	Rent—Edmonton.....	600 00	
	Expenses—Winnipeg.....	111 81	
	Expenses—Calgary.....	202 91	
	Expenses—Edmonton.....	161 31	
			17,388 54
	Deficit.....		\$ 1,978 04
(R) SUMMARY—WESTERN DIVISION—			
Revenue—	Inspection fees.....	\$ 922,997 71	
	Weighing fees.....	956,946 48	
	Samples sold.....	25,130 45	
	Overtime.....	29,930 54	
	Refund express.....	2,303 70	
	Cargo certificates splits.....	377 60	
	Sundries.....	23 80	
	Registration fees.....	30,427 96	
	License fees.....	31,035 00	
	Appeal fees.....	15,410 50	
	Condition reports.....	8,494 25	
			\$2,023,077 99

STATEMENT of Revenue and Expenditure for Crop Year Ending August 31,
1929—Eastern and Western Divisions—*Continued*WESTERN DIVISION—*Continued*

<i>Expenditure</i> —Inspection—Salaries.....	1,015,995 62	
Weighing—Salaries.....	547,954 56	
Inspection—Expenses.....	99,227 09	
Weighing—Expenses.....	11,376 72	
Inspection—Printing and stationery.....	23,590 63	
Weighing—Printing and stationery.....	8,478 25	
Appeal Board—Salaries.....	15,450 00	
Appeal Board—Expenses.....	1,938 54	
Appeal Board—Printing and stationery.....	147 40	
Registration—Salaries.....	17,147 30	
Registration—Expenses.....	2,542 44	
Registration—Printing and stationery.....	255 52	
Grain Research Laboratory—Salaries.....	25,346 78	
Grain Reserach Laboratory—Expenses.....	18,660 62	
Grain Research Laboratory—Capital expenditure.....	37,499 66	
Grain Research—Printing and stationery.....	1,224 75	
Western Grain Standards Board.....	4,490 27	
Grain Commission—Salaries.....	83,706 64	
Grain Commission—Expenses.....	18,192 40	
Grain Commission—Printing and stationery.....	5,088 58	
General expenses—Audit.....	1,000 00	
General Expenses—Sundries.....	6,012 52	
		1,945,326 29
Surplus.....		\$ 77,751 70

EASTERN DIVISION

(S) MONTREAL—		
<i>Receipts</i> —Inspection fees.....	\$ 65,175 23	
Sampling fees.....	11,490 15	
Samples sold.....	600 88	
Overtime.....	2,272 40	
Cargo certificates splits.....	2,343 10	
Sundries.....	314 22	
		\$ 82,195 98
<i>Expenditure</i> —Salaries.....	31,403 90	
Rent.....	2,313 00	
Sundries.....	3,483 73	
Printing and stationery.....	1,163 01	
		38,363 64
Surplus.....		\$ 43,832 34
(T) TORONTO—		
<i>Receipts</i> —Inspection fees.....	606 00	
Sampling fees.....	273 95	
Samples sold.....	71 75	
Sundries.....	14 00	
		965 70
<i>Expenditure</i> —Salaries.....	7,268 00	
Rent.....	660 00	
Sundries.....	340 27	
Printing and stationery.....	124 47	
		8,392 74
Deficit.....		7,427 04

SUMMARY

MONTREAL—Surplus.....	\$ 43,832 34	
TORONTO—Deficit.....	7,427 04	
		\$ 36,405 30
Cost of Eastern Standards Board.....	\$ 330 39	
Cost of audit.....	150 00	
		480 39
Surplus.....		\$ 35,924 91
SUMMARY—EASTERN AND WESTERN DIVISIONS		
EASTERN DIVISION—Surplus.....	\$ 35,924 91	
WESTERN DIVISION—Surplus.....	77,751 70	
Surplus.....		\$ 113,676 61

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. JAMES MALCOLM

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE CROP YEAR ENDED AUGUST 31,

1929



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1930

Price, 10 cents

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56

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. H. H. STEVENS, M.P.

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT

OF THE

Board of Grain Commissioners for Canada

FOR THE YEAR

1930



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1931

Price, 25 cents

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

MINISTER
HON. H. H. STEVENS, M.P.

DEPUTY MINISTER
F. C. T. O'HARA

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1930



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1931

TABLE OF CONTENTS

REPORT OF THE BOARD.....	PAGE 5
APPENDICES—	
No. 1 Grain Standards Boards.....	10
Committees on Grain Standards.....	10
Grain Survey Boards.....	17
Boards of Grain Appeal.....	17
Grain Appeal Tribunals.....	18
No. 2 Report of Chief Inspector.....	19
No. 3 Report of Registrar.....	24
No. 4 Report of Chief Weighmaster.....	24
No. 5 Report of Grain Research Laboratory.....	34
No. 6 Report of Secretary.....	35
Complaints.....	37
Defaults.....	38
Cars out-turn.....	38
Licences issued.....	38
Summary of Elevator and Storage Capacity.....	40
Grain Loading Platform.....	41
Statistical Report.....	41
Sessions held by the Board.....	46
No. 7 Report of the General Manager, Canadian Government Elevators.....	47
No. 8 Regulations of the Board.....	48
No. 9 Revenue and Expenditure.....	70

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, January 21, 1931.

The Hon. H. H. STEVENS, M.P.,
Minister of Trade and Commerce,
Ottawa, Canada.

SIR,—The present Board of Grain Commissioners was appointed on August 29, 1929, and this report is the first, therefore, to cover a full year of its activities in discharge of its duties under the Canada Grain Act.

On assuming office the board was instructed by the Minister of Trade and Commerce to carry out a complete revision and consolidation of the existing statute and was authorized to secure the services of Col. O. M. Biggar, K.C., of Ottawa, for the work of redrafting the Act.

A complete study of the whole question of grain handling as regulated by the Canada Grain Act was therefore made, consideration also being given to the Report of the Royal Grain Inquiry Commission, 1923, the Brown Commission Report, 1928, and also the evidence given before the Select Standing Committee on Agriculture in the House of Commons, 1929 session, together with recommendations made by that committee. Conferences were held from time to time between the various interests and the board with a view to ironing out possible divergencies of opinion as to the effect of the proposed legislation, and most of the debatable points were ironed out before the legislation was submitted to the minister. The Act passed the House and the Senate on May 27, 1930, and came into effect by Proclamation of His Excellency the Governor General of Canada on September 1, 1930.

CHANGES BROUGHT ABOUT BY NEW ACT

While the Act was in the main a revision and consolidation of existing legislation, there were some changes brought about which have proved to be quite satisfactory both from an administrative and an operating standpoint.

ADMINISTRATION

The Act sets out very clearly the powers and duties of the board and permits it to deal with the practical operation of the trade by regulation, a much more elastic means of control than statutory enactment. These regulations, however, of necessity are consistent with the Act and while they may permit of adjustment of detail from time to time, do not relieve the board of responsibilities, imposed upon it by the Act, the chief advantage being the clarification of the board's position and its ability to enforce the regulations and legislation.

For the first time, this year the board has had assistant commissioners, located in the three Prairie Provinces and at Fort William. At the request of the minister, the board, after interviewing all applicants, recommended the following for these appointments, which were approved by Order in Council:—

For Alberta: Mr. W. H. Blatchford.

For Saskatchewan: Mr. R. S. Dundas.

For Manitoba: Mr. T. J. Harrison.

For Fort William: Mr. Jas. Robinson.

We regret to record the death of Mr. Jas. Robinson on October 6, 1929, and he was succeeded in office by Mr. F. J. Rathbone.

These appointments under the Act authorized the board to delegate such authority as they saw fit to these gentlemen, and they have been given substantially the powers of a commissioner, only limiting them to the particular sphere of their operations in each province, the board retaining in its own hands the final disposal of all cases.

The work of the assistant commissioners will be dealt with more fully subsequently.

The appointment of Mr. Rathbone to the position of Assistant Commissioner at Fort William left the position of secretary open, and Mr. John Rayner was promoted by the Civil Service Commission to this appointment.

In previous legislation the headquarters of the board were at Fort William. Under the 1929 Act the Board was given discretion as to where these head offices would be located. It was with much regret that the board decided that for the proper and efficient carrying on of its duties it was necessary to be in Winnipeg, and it was with great reluctance that it therefore had to sever its connections with the city of Fort William which had been current since the inauguration of the board, making Winnipeg its head office.

One of the principal changes in the Act and one which is beneficial to the trade generally has been the complete registration of terminal documents by the board. It was the practice under the previous board to register terminal warehouse receipts as to weight only. We now register these documents as to weight and grade and these documents are a first charge with the exception of liens established for handling and freight consonant with the Act. It is necessary for a borrower of money against terminal stocks to have in his possession terminal warehouse receipts as these documents are the only means he has of giving security on his grain.

A further problem connected with terminal elevator receipts developed out of the delay in the movement of grain from terminal points into consumption or export during 1930. Up until 1930 the custom was that storage on grain was paid when the elevator receipts changed ownership, but in that year terminal elevator companies found that they were carrying large stocks of grain for periods extending beyond one year, upon which they were unable to collect storage. This undoubtedly created a financial hardship upon these companies. As a result, a new form of warehouse receipt has been approved. This receipt provides that storage in arrears against grain in excess of thirty (30) days shall be paid twice a year, on February 15 and on August 15, at the office of the issuing company.

Under the amendments of 1929 to the Act the prohibition of mixing in One Hard, One, Two and Three Northern was effective on August 1, 1930. This legislation was continued in the present Act, and the binning of these grades is controlled by the board through its registration of documents, a simple, inexpensive and obvious means of doing so.

GRAIN STANDARDS COMMITTEES

These old established committees have been recast and modernized to meet the present situation. The Grain Standards Board for the Eastern Division, which was eliminated in the 1929 amendments, has been re-established and is under the supervision of the board.

The setting of standards has been dealt with in a practical way. There is a primary inspection standard which is used to grade farmers' grain, and an outturn standard which is used for all grain leaving terminal points. The introduction of the outturn standard has had a beneficial effect on our shipments and is, in the board's opinion, a practical means of assurance that the export standards of Canadian grain will maintain their high quality.

The preparation of the general standards for all grains, embodied in the Act, was the work of an expert committee of inspectors under the charge of the chief inspector and they succeeded in eliminating a great deal of the multiplicity of grades which had gradually crept in to the work of the department.

These are the major changes made in the legislation and the change in practice involved has come into being with a minimum of disturbance to the trade generally and we have so far encountered no difficulty in administration which has proved insurmountable.

PREPARATION OF A HAND BOOK

The Agricultural Committee of Parliament in 1929 recommended the publication of a handbook which would make available to the grain grower in simple terms the main provisions of the Canada Grain Act. Such a handbook has been prepared by the board and is now in the press.

TARIFF SESSIONS

Maximum tariffs covering country elevator charges and terminal charges for points in Alberta, Saskatchewan, Manitoba and Ontario as far east as Fort William-Port Arthur, were approved at an open session of the board held in Winnipeg on August 7 of 1930. A similar session was held on August 20 of 1930 to approve of the maximum tariffs for elevators on the Pacific coast.

The board has initiated the practice of also holding an annual tariff session in the city of Toronto to approve of minimum tariffs for eastern elevators. This session was held this year on September 3.

In this connection it is to be noted that, pursuant to provisions of the Canada Grain Act of 1930, all eastern elevators, whether operated by private interests or public bodies such as Board of Harbour Commissioners, have applied for and received licences from the board.

SETTING OF THE GRAIN STANDARDS

With a view to setting the standards for the crop year of 1930-31 as early as possible, the board called the Western Grain Standards Committee together at Winnipeg on September 17 and 18 of 1930, when standards for western grain were selected, and settled as far as it was possible to do so. At a subsequent meeting on November 17, the work was completed by the establishment of standard grades not previously dealt with.

The standards for eastern grain were settled at meetings of the eastern Standards Committee held in Toronto on November 20 and in Montreal on November 21. Commissioner Hamilton represented the Board at the meetings of the Eastern Committee.

SUSPENSION OF THE COASTAL LAWS ON THE GREAT LAKES

At a public meeting held in the council room of the Winnipeg Grain Exchange on October 30 of 1930, the question was discussed whether there was ground for a recommendation to suspend, temporarily, the Canadian coastal laws on the Great Lakes, to permit vessels not otherwise entitled to load Canadian grain for winter storage. The meeting disclosed no demand for a suspension of the coastal laws. It was reported that there were sufficient Canadian boats to take care of any business that might offer. Following the precedent of last year, the board made no recommendation that the Canadian coastal laws on the Great Lakes should be suspended to permit other than Canadian vessels to load Canadian grain for winter storage.

COUNSEL

Mr. Travers Sweatman, K.C., has been appointed legal counsel to the board vice Mr. A. B. Hudson, K.C., resigned.

ASSISTANT COMMISSIONERS

The four assistant commissioners, to whose appointment reference has been made previously, have been of great assistance to the board. Owing to the very large establishment maintained at Fort William the work of Mr. F. J. Rathbone and for which he is very fully qualified by reason of his long association with the department, has been largely administrative. The assistant commissioners located on the prairies, in Alberta, Saskatchewan and Manitoba, have relieved the board from a great deal of travelling and left them free to attend to their executive and administrative duties.

The method of dealing with the assistant commissioners has been largely experimental in view of the fact that the appointment was a new departure. The assistant commissioners are delegated their powers by the board who have authority under the Act to endow them with similar powers as a commissioner. We have granted the necessary powers to each assistant commissioner, limiting these powers, however, to the province in which he is located. The assistant commissioners in their respective spheres deal with complaints under the Canada Grain Act received from farmers or others, compile the evidence in proper form and forward it to the board together with their recommendations. Before accepting such recommendations the case is completely reviewed by the board and order issued disposing of the same as finally determined. The assistant commissioners have instructions on receipt of a complaint to at once proceed to the place where the alleged irregularity occurred and personally investigate first-hand the circumstances. If he is of the opinion that the complaint is justified and a settlement cannot be arranged he recommends to the board that the matter be dealt with formally. The board then issues the necessary authority for a formal investigation. The evidence is taken on oath, transcribed and forwarded to the board with the recommendation of the assistant commissioner who sat on the case. Before accepting the recommendation of the assistant commissioner the board reviews all the evidences and circumstances of the case and issues an order disposing of the same.

During the year under review we have issued seven (7) orders disposing of seven (7) inquiries. No appeals have been made, as permitted under the Act, against any order.

Assistant commissioners are fully aware of the importance of prompt attention and the expeditious handling of cases which while they usually concern small sums of money at the same time are of great importance to the individual complainant, and that it is important to deal with them while the evidence is fresh and the necessary witnesses available.

The number of cases dealt with are referred to in detail in appendix "A" attached to the secretary's report.

Where a farmer lays a complaint in connection with some grain matter which does not come within the purview of the board the assistant commissioners have made it a practice to offer the services of the board with a view to arranging an amicable settlement in connection therewith.

We believe that the system is working out very satisfactorily and that the appointments fill a long felt want on the part of the Board of Grain Commissioners.

DOMINION GRAIN RESEARCH LABORATORY

During the year the work of the laboratory has been continued along the same lines as indicated in previous annual reports. The chief inspector has been furnished from time to time, as occasion demanded, with information relating to the quality of the various types and varieties of wheat, the effect of different forms of damaged flax on the amount and quality of the oil produced therefrom, and quality of wheat dried at various elevators under different conditions, and many other related problems. Special reports were prepared for the three meetings of the Grain Standards Committee, and loaves exhibited illustrating the special points to which it was desired that particular attention should be drawn.

A number of special investigations have been undertaken on instructions from the board, and a certain amount of co-operative work carried out with other departments of the Government.

The full report of the chemist in charge, Dr. F. J. Birchard, is the subject of a separate report which we recommend to publish separately.

STAFF

The retirement of Mr. J. G. White, after sixteen (16) years of important and valuable service under the board, was followed by the promotion of S. M. Capon, Weighmaster at Vancouver, to this position.

We have to record the retirement of Mr. Fred Symes, Inspector, Grade 2, in charge at Fort William on superannuation after thirty years of valued service.

The small crop of 1929 made necessary certain reductions in the staff employed by the board, especially in connection with the services of inspection and weighing. Having regard both to the existing trade depression and to maintaining an organization intact, necessary for future requirements, the Board made an effort to retain as many experienced employees as possible, even though the amount of work available during part of the season was limited.

In presenting its annual report and the reports of its principal officers, which are attached hereto, the Board wishes to pay tribute to the cordial co-operation it has received from all its employees in maintaining the services for which it is responsible.

Respectfully Submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX I

THE GRAIN STANDARDS BOARDS

A meeting of the Western Grain Standards Board as constituted under the Canada Grain Act, 1925, as amended 1929, was convened at Winnipeg by the board on January 10, 1930, to consider the schedule of grades and grouping thereof prepared by the board for inclusion in the new Canada Grain Act then being drawn up.

The following members of the committee were in attendance: Messrs. K. Campbell, E. B. Ramsay, D. A. MacGibbon, C. M. Hamilton, Geo. Serls, J. D. Fraser, Geo. Hill, C. R. Manahan, F. J. Birchard, Geo. Bennett, J. Wellbelove, A. E. Wilson, H. Sellars, W. McLeod, W. H. Boyle, J. D. Read, J. H. Robson, P. V. Wright, R. C. Steele (substitute for R. H. Mahoney), L. H. Newman, and T. J. Harrison.

Mr. W. H. Fairfield was unable to attend the meeting, as was also Dean Rutherford who submitted by letter certain recommendations regarding the details of grain grades outlined in the schedule sent to him.

Mr. J. D. Fraser, Chief Inspector of Grain, explained the schedule, item by item.

Dr. F. J. Birchard, Chemist in Charge, Dominion Grain Research Laboratory, addressed the meeting and afforded verbal information regarding the chemical baking tests of wheat samples having the character of the samples selected and representing those outlined in the schedule submitted. This information being accompanied by samples of bread baked from flour ground from the samples referred to above.

The schedule as prepared by the board was approved by the meeting with slight modifications and the amended schedule was the basis of the statutory definitions of Western Grain embodied in the Canada Grain Act, 1930.

J. RAYNER,

Secretary, Board of Grain Commissioners.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards to replace the Grain Standards Boards were constituted by the board in accordance with section 25 of the Canada Grain Act, 1930, for the crop year 1930-31 as follows:—

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.

C. M. Hamilton, Commissioner, Board of Grain Commissioners.

J. D. Fraser, Chief Grain Inspector, Board of Grain Commissioners.

George Serls, Chairman, Grain Appeal Tribunal, Winnipeg.

George Hill, Chairman, Grain Appeal Tribunal, Calgary.

C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.

Dr. F. J. Birchard, Chemist in Charge, Dominion Grain Research Laboratory.

L. H. Newman, Dominion Cerealists, Department of Agriculture.
 H. Sellers, Representing the Millers.
 W. H. Boyle, Representing Grain Growers in Alberta.
 George Bennett, Representing Grain Growers in Alberta.
 W. McLeod, Representing Grain Growers in Alberta.
 W. H. Fairfield, Representing Grain Growers in Alberta.
 Dean A. M. Shaw, Representing Grain Growers in Saskatchewan.
 J. Wellbelove, Representing Grain Growers in Saskatchewan.
 J. D. Read, Representing Grain Growers in Saskatchewan.
 J. H. Robson, Representing Grain Growers in Saskatchewan.
 A. E. Wilson, Representing Grain Growers in Saskatchewan.
 P. V. Wright, Representing Grain Growers in Manitoba.
 R. M. Mahoney, Representing Grain Growers in Manitoba.
 G. P. McRostie, Representing Grain Growers in Manitoba.
 K. Campbell, Representing Grain Growers in British Columbia.

Dr. C. N. Bell, Secretary

COMMITTEE ON EASTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 N. Wight, Representing the Montreal Board of Trade.
 A. O. Hogg, Representing the Toronto Board of Trade.
 T. A. Climo, Representing the Exporters of Grain.
 C. B. Watts and G. H. G. Short, Representing the Millers of Wheat in the Eastern Division.
 H. A. Gilroy, Representing Grain Growers in Ontario.
 J. J. Page, Representing Grain Growers in Ontario.
 J. M. Vilke, Additional.
 E. D. Sullivan, Additional.
 A. A. Bowen, Additional.

F. D. Tolchard, Secretary at Toronto

H. C. Beatty, Secretary at Montreal

Meetings of these committees were convened by the board as follows:—
 Western Committee at Winnipeg, September 17, 1930 and November 17, 1930.

Eastern Committee at Toronto and Montreal on November 20 and 21, 1930, respectively.

WINNIPEG, Man., September 17, 1930.

MINUTES OF THE MEETING OF THE COMMITTEE ON WESTERN GRAIN STANDARDS HELD IN WINNIPEG, SEPTEMBER 17, 1930, AT 10.30 A.M.

PRESENT: Messrs. E. B. Ramsay, Chief Commissioner; D. A. MacGibbon, Commissioner; C. M. Hamilton, Commissioner; H. Sellers, A. M. Shaw, J. Wellbelove, J. D. Read, J. H. Robson, A. E. Wilson, Wm. McLeod, W. H. Boyle, Geo. Bennett, W. H. Fairfield, P. V. Wright, Dr. C. P. McRostie, R. M. Mahoney, K. Campbell, J. D. Fraser, Dr. F. J. Birchard, L. H. Newman, Geo. Serls, Geo. Hill, C. R. Manahan, and C. N. Bell, Secretary.

Meeting was called to order by Mr. E. B. Ramsay, in the chair.

All members, as required by the Grain Act, filed their oaths of office.

Notice of meeting as sent to members was read, and the minutes of the last meeting were read and confirmed.

Mr. Ramsay suggested that the meeting choose a member to act as chairman in case of his absence from the meeting. Mr. K. Campbell was named as acting chairman, and Mr. Ramsay confirmed the nomination.

The chairman called on Mr. J. D. Fraser, Chief Grain Inspector, to give information in regard to the grain samples secured for this meeting, the grading of Garnet wheat; the percentage of Red Winter wheat inspected. A general informal and conversational discussion followed, Mr. Fraser and Dr. Birchard answering questions asked by members.

Mr. L. H. Newman, by request, addressed the meeting on the subject of Garnet, Reward and other wheats, and his experience thereon, and answered questions of members.

Mr. Ramsay, in conclusion, stated that he took it as the consensus of opinion of the meeting that the course at present pursued in the grading of Garnet wheat be continued for the present crop. No member opposed this conclusion.

A letter from the Saskatchewan Co-operative Wheat Producers, dated April 2, 1930, recommending that an additional grade be inserted between 3 Northern and the present No. 6 wheat, also that the committee give consideration to setting up a Tough and Moist grade to replace the present Tough grade, was read. On consideration of this letter, no motion followed, and the letter was tabled.

The meeting then adjourned until 1.45 p.m.

Meeting resumed in the grain inspection room, and during the afternoon viewed the samples submitted and adopted the following:—

- No. 1 C.W. Amber Durum Wheat.
- No. 2 C.W. Amber Durum Wheat.
- No. 3 C.W. Amber Durum Wheat.
- No. 3 Extra C.W. Six-rowed Barley.
- No. 3 Extra C.W. Trebi Barley.
- No. 3 C.W. Barley.
- No. 4 C.W. Barley.
- No. 5 C.W. Barley.
- No. 6 C.W. Barley.
- No. 1 C.W. Rye.
- No. 2 C.W. Rye.
- No. 3 C.W. Rye.
- No. 1 White Spring Wheat.
- No. 2 White Spring Wheat.
- No. 3 White Spring Wheat.

On motion the above samples were established as the official standards.

The meeting then adjourned to meet at 10 a.m. to-morrow in the grain inspection room.

THURSDAY, September 18, 1930.

The meeting was called to order at 10 a.m., when Dr. Birchard reported on the milling and baking tests of the tentative standard samples, 1 Hard to No. 6 wheat, answering questions of members, and generally affording information after members had viewed the samples of bread baked from the flour produced from the said tentative samples.

The tentative samples submitted by the Chief Grain Inspector were examined and on motion the samples of 1 Hard and 1 and 2 Northern wheat were adopted as the standards.

Motion by R. M. Mahoney and A. E. Wilson: "That the information in possession of this Standards Committee is not sufficient to enable them to select standard samples at the present time for Grades 3 and 4 Northern wheat."

The motion was carried by unanimous vote.

A motion was passed adopting standard samples for Nos. 4, 5, and 6 Wheat Specials. Moved by A. E. Wilson and J. D. Read:—

"The information in the possession of this Standards Committee is not sufficient to enable them to select standard samples at the present time for Nos. 5 and 6 wheat."

Motion carried.

Standard samples for No. 1 Hard, No. 1 and 2 Northern export grades, were selected and established.

Moved by J. D. Read and A. E. Wilson:—

"That wheat with moisture content sufficient to be classed as 'Tough' as at present, be divided into two classes, as follows:—

"(1) Wheat containing more moisture than is permitted in the straight grades, up to and including 15·5 per cent, be graded 'Tough' according to the grade it is entitled to.

"(2) Wheat containing over 15·5 per cent moisture up to the limit allowed in the present tough grades, to be graded as 'Moist'."

On the above motion being put to the meeting for vote, it was declared to be lost.

On motion the following were appointed as sub-committee "to define special Commercial Grades," viz: one member of the Board of Grain Commissioners, the Chief Inspector, Geo. Serls, Chairman of the Grain Appeal Tribunal, Dr. Birchard, Chief Chemist, R. M. Mahoney and A. E. Wilson.

The statement of the Chief Grain Inspector defining the grading of feed wheat, was, on motion of Messrs. Wilson and Mahoney, approved.

The meeting then adjourned.

(Signed) C. N. BELL,
Secretary.

WINNIPEG, MAN., November 17, 1930.

MINUTES OF THE MEETING OF THE WESTERN GRAIN STANDARDS COMMITTEE, HELD THIS DAY AT 10 A.M. IN THE BOARD ROOM, GRAIN EXCHANGE BUILDING

Present: Messrs. E. B. Ramsay, Chief Commissioner; C. M. Hamilton, Geo. Serls, J. D. Fraser, Geo. Hill, C. R. Manahan, Geo. Bennett, J. Wellbelove, A. E. Wilson, Wm. McLeod, W. H. Boyle, H. Sellers, J. H. Robson, P. V. Wright, K. Campbell, R. M. Mahoney, S. C. Swanton (substitute for J. D. Read).

Mr. Ramsay took the chair and announced that as this was a continuance of the meeting held on the 17th and 18th of September last, it was not necessary to read the minutes of that meeting.

In the absence of Dr. Birchard, Chief Chemist, his assistant Mr. Aikin, read a report on this wheat crop, as tested in the laboratory. He also presented loaves of bread, being the result of the milling and baking tests, and the same were inspected by the meeting. After many questions of details of the grading and

milling tests of the wheat so far inspected, were answered by Chief Inspector Fraser and Mr. Aikin, the meeting then adjourned to the Grain Inspection Department, where the following standards were selected and established, viz:—

- No. 3 Northern Wheat.
- No. 3 Northern Export or Outturn Wheat.
- No. 4 Northern Wheat.
- No. 4 Northern Export or Outturn Wheat.

Meeting adjourned from 12.30 to 2 p.m. and on reassembling, the following standards were selected and established, viz:—

- No. 5 Wheat.
- No. 5 Export or Outturn Wheat.
- No. 6 Sample adopted as the minimum, and if found necessary the committee appointed at the meeting on September 18, 1930, shall meet and select a standard for No. 6 Wheat.
- No. 2 C.W. Oats.
- No. 3 C.W. Oats.
- No. 1 Feed Oats.
- No. 2 Feed Oats.
- No. 1 C.W. Flax.
- No. 2 C.W. Flax.

A schedule of classification for "Off Grade Grain" drawn up by the Chief Grain Inspector, and in addition, a schedule for "Separations for Cereal Grains," were submitted by the chairman, and having been read, clause by clause, were adopted. (Attached.)

A telegram from the annual meeting of the Saskatchewan Wheat Pool, Regina, favouring a division of the moisture content, was read and discussed, and it was agreed that the Board of Grain Commissioners be requested to have the terminals and the officers of the board investigate, and ascertain the keeping qualities of Tough and Damp grain.

On motion, the board was requested to publish the report of the Chief Chemist on the milling and baking tests of wheat as submitted at this meeting.

On motion, the committee appointed to define if found necessary, the special Commercial Grades, was continued.

The meeting then adjourned.

(Signed) C. N. BELL,
Secretary.

MINUTES OF MEETING OF THE EASTERN COMMITTEE ON GRAIN STANDARDS HELD IN THE CITY OF TORONTO, THURSDAY, NOVEMBER 20, 1930

Present: Commissioner C. M. Hamilton, Board of Grain Commissioners, and Messrs. A. A. Bowen, T. A. Climo, H. A. Gilroy, A. O. Hogg, J. J. Page, E. D. Sullivan, J. M. Vittie and C. B. Watts.

The following officials of the Board of Grain Commissioners were also present: Mr James D. Fraser, Chief Inspector of Grain, and Mr. J. Rayner, Secretary to the Board.

The meeting convened in the Council Chamber of the Toronto Board of Trade, Royal Bank building, at 10 a.m. with Commissioner C. M. Hamilton acting as chairman, and Mr. F. D. Tolchard acting as secretary.

NOTICE OF MEETING

Mr. J. Rayner, Secretary to the Board of Grain Commissioners, read the notice calling the meeting, issued by the Board of Grain Commissioners for Canada from Winnipeg, under date of November 5.

OATHS OF OFFICE

Mr. Rayner reported that the oaths of office duly completed had been received from all members of the Eastern Committee on Grain Standards with the exception of Mr. C. H. G. Short of Montreal, who was absent in Europe.

The committee then adjourned to the office of the Grain Inspector, 28 Front Street East, Toronto, to select and settle the standard samples to be used in the current crop year in connection with the grading of grain in the Eastern Division as authorized by sections 24 and 25 of the Canada Grain Act, 1930.

The committee examined the samples submitted by the Grain Inspector and standard samples were set for the following grades:—

No. 1 White Winter Wheat.	No. 1 Rye.
No. 2 White Winter Wheat.	No. 2 Rye.
No. 3 Winter Wheat.	No. 1 Barley.
No. 1 Commercial Wheat.	No. 2 Barley.
No. 2 Commercial Wheat.	No. 3 Extra Barley.
No. 1 Red Winter Wheat.	No. 3 Barley.
No. 2 Red Winter Wheat.	No. 4 Barley.
No. 1 Mixed Winter Wheat.	No. 2 Peas.
No. 2 Mixed Winter Wheat.	No. 1 Marrowfat Peas.
No. 1 White Oats.	No. 1 White Peas.
No. 2 White Oats.	No. 2 White Peas.
No. 3 White Oats.	No. 2 Buckwheat.

In view of the absence of suitable samples of grain, the committee resolved that the selection and settling of the standard samples of the following grains be deferred:—

Spring Wheat.	No. 4 Mixed Oats.
Goose Wheat.	No. 1 White Clipped Oats.
No. 4 Winter Wheat.	No. 2 Clipped Oats.
No. 1 White Corn.	No. 3 Clipped Oats.
No. 2 White Corn.	No. 4 Clipped Oats.
No. 1 Yellow Corn.	No. 3 Rye.
No. 2 Yellow Corn.	No. 4 Rye.
No. 3 Yellow Corn.	No. 1 Peas.
No. 1 Mixed Grain.	No. 3 Peas.
No. 2 Mixed Grain.	No. 2 Marrowfat Peas.
No. 3 Mixed Grain.	No. 3 Marrowfat Peas.
No. 4 White Oats.	No. 3 White Peas.
No. 1 Black Oats.	No. 1 Mixed Peas.
No. 2 Black Oats.	No. 2 Mixed Peas.
No. 3 Black Oats.	No. 3 Mixed Peas.
No. 4 Black Oats.	No. 1 Buckwheat.
No. 1 Mixed Oats.	No. 3 Buckwheat.
No. 2 Mixed Oats.	No. 4 Buckwheat.
No. 3 Mixed Oats.	

MOISTURE CONTENT BUCKWHEAT

It was moved by Mr. A. O. Hogg and seconded by Mr. E. D. Sullivan, that the Eastern Grain Standards Committee recommend that the moisture test

on straight grades of buckwheat be not more than 16 per cent and that all buckwheat having a moisture content of over 16 per cent shall be classed as tough.

Further, that all such buckwheat shall be graded and designated according to the grade requirements of the standards applicable to such buckwheat if it were not tough, and the word "tough" shall be made the first word of the grade designation.

The committee then adjourned to meet at the office of the Board of Trade, Montreal, at 10 a.m. Friday, November 21.

(Signed) F. D. TOLCHARD,
Secretary.

MINUTES OF AN ADJOURNED MEETING OF THE EASTERN COMMITTEE ON GRAIN STANDARDS HELD IN MONTREAL ON FRIDAY, NOVEMBER 21, 1930

The meeting convened at 10.05 a.m. in the Council Chamber, Board of Trade building, Montreal.

The following members of the committee were present: Messrs. C. M. Hamilton, Commissioner, Board of Grain Commissioners; A. A. Bowen, T. A. Climo, H. A. Gilroy, J. J. Page, E. J. Sullivan, C. B. Watts, J. M. Vittie, N. Wight, and H. C. Beatty, Secretary.

The following officials of the Board of Grain Commissioners were also in attendance: Messrs. J. D. Fraser, Chief Inspector of Grain, and J. Rayner, Secretary, Board of Grain Commissioners.

Commissioner C. M. Hamilton acted as chairman of the meeting and Mr. H. C. Beatty as secretary.

The chairman explained to the meeting that the purpose of the meeting was to set standard samples of United States grain passing through Montreal and standard samples for any grades of Canadian grain grown in the Eastern Division, samples of which were not available in Toronto, but which samples might be available in Montreal.

MOISTURE CONTENT BUCKWHEAT

Mr. C. B. Watts addressed the meeting on the question of the moisture content of buckwheat and after some discussion moved that the resolution passed by the committee at Toronto on November 20 be modified to read that buckwheat containing over 19 per cent moisture be graded "damp." There was no seconder for this motion.

The meeting then adjourned to the office of the Grain Inspector, St. Nicholas building.

The committee examined the samples submitted by the Grain Inspector and standard samples were set for the following grades:—

Grain of U.S.A. Origin—

No. 1 Hard Winter Wheat.	No. 2 Amber Durum Wheat.
No. 2 Hard Winter Wheat.	No. 2 Mixed Durum Wheat.
No. 3 Hard Winter Wheat.	No. 2 Rye Western.
No. 2 Red Durum Wheat.	

Grain Grown in Eastern Division—

No. 4 White Oats.

APPEAL TRIBUNAL, TORONTO

It was pointed out by Mr. Gilroy that in the constitution of the Appeal Tribunal at Toronto no representative of the growers had been appointed.

It was moved by E. J. Sullivan and seconded by J. J. Page, that recommendation be forwarded to the Board of Grain Commissioners that Mr. Gilroy be appointed to this tribunal.

This resolution was passed by the committee.

The meeting then adjourned.

(Signed) H. C. BEATTY,
Secretary.

GRAIN SURVEY BOARDS

The Grain Survey Boards as constituted under the Canada Grain Act, 1925, as amended 1929, continued in office until August 31, 1930, but no surveys were held during the crop year under review.

The members of these boards were:—

Toronto.—D. O. Ellis, A. O. Hogg, R. H. Goode, D. A. Campbell, E. D. Sullivan, C. B. Walls, R. I. Bræiden, C. W. Brand, Murray Brown, and W. H. McCarthy. F. D. Tolchard, secretary.

Montreal.—C. R. Esdaile, chairman; T. A. Climo, A. Chaplin, R. Hume, and J. M. Vittie. H. C. Beatty, secretary.

BOARDS OF GRAIN APPEAL

The Boards of Grain Appeal as constituted under the Canada Grain Act 1925, amended 1929, continued in operation until August 31, 1930.

The members of these boards were:—

Winnipeg.—Geo. Serls, R. C. Steele, P. V. Wright, Grant Hammond, A. F. Moore, G. J. Wells, J. McMahon, S. C. Swanton, and W. Duncan. C. N. Bell, secretary.

Calgary.—Geo. Hill, chairman; W. McLeod, S. J. Ewing, A. Piersen, J. A. Harris, E. J. Munson, C. W. Roenish, D. L. McLean, and W. W. Cumming. D. O. McHugh, secretary.

Edmonton.—C. R. Manahan, chairman; W. H. Boyle, L. T. Ingram, F. J. Wolfe, C. C. Gillies, R. H. Settle, A. Fraser, J. A. Kyle, and J. W. Allen. John Blue, secretary.

REPORTS OF THE APPEAL BOARDS FOR THE YEAR ENDED AUGUST 31, 1930

	Number of Appeals Held	Number of Appeals allowed		Number of Appeals Failed
		Raised	Lowered	
Winnipeg.....	860	149	3	708
Calgary.....	1,016	208	40	768
Edmonton.....	818	128	5	685

GRAIN APPEAL TRIBUNALS

The Canada Grain Act 1930, section 47, which came into effect on September 1, 1930, provided for the constitution of Grain Appeal Tribunals in place of the Grain Survey Boards and Boards of Grain Appeal constituted under the Canada Grain Act, 1925, as amended in 1929.

Grain Appeal Tribunals have been constituted by the board at the following points: Winnipeg, Calgary and Edmonton in the Western Division, and at Toronto and Montreal in the Eastern Division; the members of these tribunals are as follows:—

Winnipeg.—Geo. Serls, chairman; J. Murray, P. V. Wright, Grant Hammond, A. F. Moore, G. J. Wells, J. McMahon, and S. C. Swanton. C. N. Bell, secretary.

Calgary.—Geo. Hill, chairman; W. McLeod, S. J. Ewing, Arthur Piersen, J. A. Harris, E. J. Munson, C. W. Roenisch, D. L. McLean, and W. W. Cumming. F. W. Mackenzie, secretary.

Edmonton.—C. R. Manahan, chairman; W. H. Boyle, L. T. Ingram, F. J. Wolfe, C. C. Gillies, R. H. Settle, A. Fraser, J. A. Kyle, and J. W. Allen. John Blue, secretary.

Toronto.—A. O. Hogg, chairman; C. W. Baird, H. H. Campbell, Geo. Heimbecher, W. H. McCarthy, E. D. Sullivan, R. I. Braiden, D. O. Ellis, G. E. McConney, and C. B. Watts. F. D. Tolchard, secretary.

Montreal.—C. B. Esdaile, chairman; B. J. Bolan, R. Hume, A. Chaplin, and T. B. Earle. H. C. Beatty, secretary.

APPENDIX 2

REPORT OF CHIEF INSPECTOR OF GRAIN

WINNIPEG, Man., October 27, 1930.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1929, to July 31, 1930.

WESTERN INSPECTION DIVISION

The crop of the year 1929 was the smallest produced in the Western Inspection Division since the crop of 1919. The seeding of the crop of 1929, both wheat and coarse grains, was completed by the end of May, with sufficient moisture for germination, but owing to an unusually dry fall in 1928, and light snow fall during the winter, the ground had little or no subsoil moisture. Cool to cold weather in the spring, and continuous hot, dry weather during the growing season seriously affected the crop over large areas in all three Prairie Provinces. The result was a very short crop, but the wheat produced was of excellent quality, and high grade.

The total inspections for the crop year 1929-1930 in the Western Division amounted to 191,204 cars as against 413,508 cars for the previous year.

The total inspections from August 1, 1929, to July 31, 1930, are made up as follows:—

	Cars	Percentage
Wheat	161,680	84.56
Oats	8,700	4.55
Barley	14,932	7.81
Flax seed	1,412	0.74
Rye	3,970	2.08
Mixed grain	403	0.21
Buckwheat	2	0.00
Screenings	105	0.05
	<hr/> 191,204	<hr/> 100.00

The grades of wheat show as follows:—

	Cars	Percentage
1 hard, 1°, 2°, and 3°	140,822	87.10
No. 4, 5, 6 and feed	5,817	3.60
No grade, tough or damp	2,331	1.44
Other grades	2,971	1.84
Amber Durum (All grades)	8,116	5.02
White Spring (All grades)	1,028	0.64
Kota wheat (All grades)	2	0.00
Winter wheat (All grades)	587	0.36
Red Durum (All grades)	6	0.00
	<hr/> 161,680	<hr/> 100.00

The grades of Oats show as follows:—

	Cars	Percentage
Nos. 1, 2 and 3 C.W.	3,074	35.33
Extra 1 feed, 1 feed and 2 feed	5,141	59.09
No grade, tough or damp	179	2.06
Other grades	306	3.52
	<hr/> 8,700	<hr/> 100.00

TRADE AND COMMERCE

The grades of Barley show as follows:—

	Cars	Percentage
Nos. 1 C.W., 2 C.W. and 3 Ex. C.W.	1,886	12.63
Nos. 3 and 4 C.W.	10,317	69.09
Feed and rejected	95	0.64
No grade, tough or damp	575	3.85
Other grades	2,059	13.79
	<u>14,932</u>	<u>100.00</u>

The Grades of Flax Seed show as follows:—

	Cars	Percentage
No. 1 N.W. and 2 C.W.	1,391	98.51
No. 3 C.W.	6	0.43
No grade, tough or damp	4	0.28
Other grades	11	0.78
	<u>1,412</u>	<u>100.00</u>

The grades of Rye show as follows:—

	Cars	Percentage
No. 1, 2 and 3 C.W.	3,631	91.46
No grade, tough or damp	72	1.81
Other grades	267	6.73
	<u>3,970</u>	<u>100.00</u>

The number of cars of grain inspected at the various Inspection Points were as follows:—

	Cars	Percentage
Winnipeg	113,046	59.12
Calgary	23,393	12.24
Edmonton	19,920	10.42
Moose Jaw	16,146	8.45
Saskatoon	14,812	7.74
Medicine Hat	2,450	1.28
Superior	265	0.14
Vancouver	1,149	0.60
Prince Rupert	23	0.01
	<u>191,204</u>	<u>100.00</u>

SUMMARY OF CARS REINSPECTED AT WINNIPEG

	Cars	Percentage
Left as graded	6,285	76.39
Grades raised	1,246	15.14
Grades lowered	149	1.81
Dockage raised	110	1.34
Dockage lowered	438	5.32
Total reinspections	<u>8,228</u>	<u>100.00</u>

SUMMARY OF CARS REINSPECTED AT CALGARY

	Cars	Percentage
Left as graded	2,315	52.85
Grades raised	768	17.55
Grades lowered	309	7.07
Dockage raised	464	10.61
Dockage lowered	524	11.92
Total reinspections	<u>4,380</u>	<u>100.00</u>

SUMMARY OF CARS REINSPECTED AT MOOSE JAW

	Cars	Percentage
Left as graded	789	62.08
Grades raised	358	28.16
Grades lowered	54	4.25
Dockage raised	13	1.03
Dockage lowered	57	4.48
Total reinspections	<u>1,271</u>	<u>100.00</u>

SUMMARY OF CARS REINSPECTED AT SASKATOON

	Cars	Percentage
Left as graded	974	79.18
Grades raised	148	12.01
Grades lowered	16	1.31
Dockage raised	35	2.85
Dockage lowered	57	4.65
Total reinspections	1,230	100.00

SUMMARY OF CARS REINSPECTED AT EDMONTON

	Cars	Percentage
Left as graded	3,331	75.27
Grades raised	714	16.13
Grades lowered	73	1.65
Dockage raised	136	3.07
Dockage lowered	172	3.88
Total reinspections	4,426	100.00

SUMMARY OF CARS REINSPECTED AT MEDICINE HAT

	Cars	Percentage
Left as graded	43	78.18
Grades raised	7	12.72
Grades lowered	2	3.64
Dockage raised	1	1.82
Dockage lowered	2	3.64
Total reinspections	55	100.00

SUMMARY OF CARS REINSPECTED AT SUPERIOR, WIS.

	Cars	Percentage
Left as graded	13	72.23
Grades raised	3	16.66
Grades lowered .....	....	....
Dockage raised .....	....	....
Dockage lowered	2	11.11
Total reinspections	18	100.00

RECAPITULATION OF REINSPECTIONS

	Cars	Percentage	Percentage of total inspections
Left as graded	13,750	70.13	7.19
Grades raised	3,244	16.54	1.69
Grades lowered	603	3.07	0.32
Dockage raised	759	3.87	0.40
Dockage lowered	1,252	6.39	0.65
Total reinspections	19,608	100.00	10.25
Total reinspections	19,608	....	10.25
Left as graded	13,750	7.19	....
Total changes	5,858	3.06	10.25

NUMBER OF CARS APPEALED AT WINNIPEG

	Cars	Percentage
Left as graded originally	729	82.37
Graded raised	153	17.29
Grades lowered	3	0.34
Dockage raised	0	....
Dockage lowered	0	....
Total appeals	885	100.00

NUMBER OF CARS APPEALED AT CALGARY

	Cars	Percentage
Left as graded originally	756	75.14
Grades raised	140	13.92
Grades lowered	36	3.58
Dockage raised	14	1.39
Dockage lowered	60	5.97
Total appeals	1,006	100.00

NUMBER OF CARS APPEALED AT EDMONTON

	Cars	Percentage
Left as graded originally	689	83.62
Grades raised	127	15.42
Grades lowered	2	0.24
Dockage raised	1	0.12
Dockage lowered	5	0.60
Total appeals	824	100.00

RECAPITULATION OF APPEALS

	Cars		Percentage of Total Inspections. Left and Changed	Percentage of Total Inspections
Total cars appealed.....	2,174	2,715	.....	1.420
Grades left on appeal.....	541	.....	1.137	.....
Grades changed on appeal.....	.....	2,715	0.283	1.420
Grades changed on appeal.....	.....	541	.....	0.283
Grades raised.....	420	.....	0.220	.....
Grades lowered.....	41	.....	0.021	.....
Dockage raised.....	15	.....	0.008	.....
Dockage lowered.....	65	541	0.034	0.283

RECEIPTS AND SHIPMENTS OF GRAIN AT FORT WILLIAM, PORT ARTHUR,
VANCOUVER, PRINCE RUPERT, AND VICTORIA DURING THE YEAR AUGUST
1929, TO JULY 31, 1930

FORT WILLIAM AND PORT ARTHUR

	Receipts bushels	Shipments bushels
Wheat.....	135,339,685	146,319,348
Oats.....	4,980,266	10,562,818
Barley.....	17,175,866	7,331,755
Rye.....	4,862,785	1,476,339
Flax seed.....	1,078,204	1,025,504
Mixed grain.....	552,071	770,607
Oat scalpings.....	716,563	2,300,053
	164,705,440	169,786,424

VANCOUVER

Wheat.....	52,953,938	49,762,238
Oats.....	765,095	109,547
Barley.....	103,424	17,310
Rye.....	122,585	.....
Flax seed.....	2,386	.....
Mixed grain.....	36,709	1,365
Oat scalpings.....	82,484	25,735
	54,066,621	49,916,195

PRINCE RUPERT

Wheat.....	1,118,440	272,533
Oats.....	395	.....
Oat scalpings.....	504	353
	1,119,339	272,886

VICTORIA

Wheat.....	.....	5,550
Oat scalpings.....	.....	1,612
		7,162

EASTERN INSPECTION DIVISION

RECEIPTS AND EXPENDITURES, YEAR ENDING JULY 31, 1930

	Montreal	Toronto	Total
	\$ cts.	\$ cts.	\$ cts.
<i>Receipts—</i>			
Inspection fees.....	18,830 96	718 00	19,548 96
Sampling fees.....	8,399 12	384 55	8,783 67
Samples sold.....	437 52	53 90	491 42
Overtime.....	464 40	.....	464 40
Cargo certs. split.....	1,084 80	.....	1,084 80
Sundries.....	472 03	4 15	476 18
	29,688 83	1,160 60	30,849 43
<i>Expenditures—</i>			
Salaries.....	29,459 75	4,950 50	34,410 25
Rent.....	2,313 00	660 00	2,973 00
Sundries.....	2,307 45	465 00	2,772 45
Printing and stationery.....	163 75	11 59	175 34
	34,243 95	6,087 09	40,331 04

RECAPITULATION

	Receipts	Expenditures		
	\$ cts.	\$ cts.		\$ cts.
Montreal.....	29,688 83	34,243 95	Deficit	4,555 12
Toronto.....	1,160 60	6,087 09	"	4,926 49
	30,849 43	40,331 04	"	9,481 61
	Cost of Eastern Standards Board.....			346 60
	Total Deficit.....			9,828 21

JAS. D. FRASER,
Chief Inspector.

APPENDIX 3

REPORT OF REGISTRAR

WINNIPEG, MAN., November 27, 1930.

J. RAYNER, Esq.,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I herewith submit a statement showing the work of the Registration Department for the crop year ended August 31, 1930:—

Total bushels registered		Total bushels registered for cancellation	
Wheat	168,187,006.20	Wheat	170,606,906.50
Oats	6,661,803.19	Oats	12,776,688.20
Barley	19,430,827.09	Barley	10,511,505.39
Flax	1,162,723.16	Flax	1,035,583.40
Mixed grain	859,238.08	Mixed grain	956,719.10
Rye	5,628,269.34	Rye	1,655,550.41
Oat scalps	849,755.06	Oat scalps	391,127.23
Corn	347,482.48	Corn	340,498.32

Yours truly,

W. T. TODD,
Deputy Registrar.

APPENDIX 4

REPORT OF CHIEF WEIGHMASTER

FORT WILLIAM, ONT., November 26, 1930.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1930:—

ELEVATORS

During the crop year this branch maintained staffs at one hundred and two (102) licensed elevators in the Western Division as follows: thirty-three (33) at Port Arthur and Fort William, twenty-two (22) at the Pacific coast and forty-seven (47) at interior points.

The handling and weighing equipment in the above elevators has been under constant supervision and the upkeep of the different plants has been satisfactory.

SCALES

In the thirty-three (33) elevators operating at Port Arthur and Fort William there are two hundred and three (203) scales of varying capacity up to seventy-five (75) tons and with the services of a scale mechanic employed by the elevator companies, these scales have been kept in good repair.

In the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and at the terminal elevators at Vancouver, Prince Rupert, Victoria and New Westminster, loading to deep-sea berths, there are ninety-four (94) scales, making a total of two hundred and ninety-seven (297) scales under my supervision, which have been inspected twice during the year. The semi-annual test is made to insure the continued accuracy of the scales, for which there is no charge. Under my authority as elevator scale inspector, the regular annual inspection was carried out as provided for by the Weights and Measures Act, for which certificates of verification were issued and fees collected and remitted to the following district inspectors of Weights and Measures:—

J. B. Attridge, Winnipeg	\$2,267 70
E. B. Lorrimer, Regina	79 60
W. Wallace, Saskatoon	77 60
A. E. H. Cable, Calgary	75.30
J. M. McLeod, Edmonton	68 80
A. H. Dutton, Vancouver	651 45
	<hr/>
	\$3,220 45

(Detailed statement of above attached.)

EASTERN DIVISION

Staffs were maintained on a fees basis at seven (7) licensed elevators under the supervision of Mr. Bowen of Montreal.
 The scale inspection in the licensed elevators in the Eastern Division was carried out by Mr. A. A. Bowen of Montreal, under his authority as Weights and Measures Inspector.

WEIGHING STAFF

At the commencement of the crop year August 1, 1929, there were in the Western Weighing Division two hundred and seventy-five (275) employees, staffs being maintained at the following points:—

- Ontario*.—Port Arthur, Kenora, Fort William, and Keewatin.
- Manitoba*.—Winnipeg and Portage la Prairie.
- Saskatchewan*.—Saskatoon, Moose Jaw, and Factoria.
- Alberta*.—Medicine Hat, Edmonton, and Calgary.
- British Columbia*.—Vancouver, Prince Rupert, New Westminster, and Victoria.

During the crop year the following reductions in the staff took place:—

Superannuated.....	1
Deceased. . .	3
Dismissed.	1
Resigned.....	4
Laid off.....	7
	<hr/>
	16
	<hr/>

while the additions totalled ten (10), representing new appointments, re-engagements and the filling of some of the above vacancies. The staff at the close of the crop year, July 31, 1930, totalled two hundred and sixty-nine (269) employees.

LEAK AND SEAL INSPECTION

Following is a report of the work of the leak and seal inspectors stationed in the railway yards at Winnipeg for the crop year ending July 31, 1930:—

	Cars Inspected	Cars Leaking	Cars with Missing or Defective Seals
Canadian Pacific Railway.....	70,014	15,238	2,375
Canadian National Railway.....	64,830	10,844	664

SUMMARY

Cars inspected.....	134,844
Cars leaking and defective.....	26,082
Cars with missing or defective seals.....	3,039
Condition reports completed for grain trade.....	18,181

During the crop year, eighteen thousand one hundred and eighty-one (18,181) condition reports were completed for the grain trade. This service is of great assistance to shippers in the collection of claims for shortages.

WEIGHING

Following are the quantities of grain which were weighed into and out of the elevators in the Western Division during the crop year ending July 31, 1930:—

RECEIPTS AND SHIPMENTS

GROSS HANDLINGS OF GRAINS AT FORT WILLIAM-PORT ARTHUR ELEVATORS
CROP YEAR 1929-30

Grain	Cars	Receipts	Lake	Cars	Rail and milled	Transfers
		bush.	bush.		bush.	bush.
Wheat.....	103,847	146,459,079	144,395,138	288½	1,938,521	7,581,943
Oats.....	3,098½	7,329,953	8,437,491	856½	1,622,763	1,638,525
Barley.....	12,028½	20,397,135	6,962,928	217	369,205	3,048,761
Flax.....	989½	1,252,630	994,114	36	51,753	3,653
Rye.....	3,620½	5,158,107	1,474,840	1	1,500	173,694
Mixed grain.....	479	662,090	708,343	36	62,264	228,429
Corn.....	25	50,869	.....	.....	35,923	14,929
Total.....	124,088	181,309,863	162,972,854	1,435	4,081,929	12,689,934
		tons	tons		tons	tons
Screenings.....	375½	12,842	83,720	662	23,406	6,411

VANCOUVER
RECEIPTS

Grain	Number of cars	Gross bushels
Wheat.....	37,142	55,172,737-10
Oats.....	398	945,574-26
Barley.....	78½	118,900-45
Flaxseed.....	1½	2,790-00
Rye.....	98½	154,988-46
Corn.....	567	1,076,345-20
Mixed grain.....	27	1,964,320 lbs.
Screenings and other grain.....	344½	23,829,160 "
U.S.A. wheat.....	299	422,482-30
U.S.A. barley.....	13	22,297-14

SHIPMENTS

—	Ocean gross bushels	Rail		Transfers	
		Number of cars	Gross bushels	Number of cars	Gross bushels
Wheat.....	49,515,531-50	187½	246,827-50	867	1,259,954-20
Oats.....	84,139-14	11	25,407-12	92½	186,271-21
Barley.....		12½	17,310-00	12	16,479-33
Flaxseed.....					287-23
Rye.....				18	33,037-28
Corn.....		108	150,131-04	230	336,244-46
Mixed grain.....	40,000 lbs.	½	28,250 lbs.	2½	124,330 lbs.
Screenings and other grain.....	56,000 “	384½	24,137,690 “	338	21,497,180 “
U.S.A. wheat.....	101,266-40		166-40	41	67,652-20
U.S.A. barley.....					

GROSS RECEIPTS AND SHIPMENTS AT VICTORIA ELEVATORS, CROP YEAR, 1929-30

RECEIPTS

Grain	Number of cars	Gross bushels
Wheat.....	1	99,540-00
Argentine corn.....		38,898-52

SHIPMENTS

Grain	Rail		Transfers	
	Number of cars	Gross bushels	Number of cars	Gross bushels
Wheat.....	1	5,550-10	1	1,114-10
Barley.....		47-24		
Corn.....	5	28,784-16		
Argentine corn.....				
Recleaned screenings.....		1,250 lbs.		
Oat scalpings.....	1	54,820 “		

GROSS RECEIPTS AND SHIPMENTS AT PRINCE RUPERT, CROP YEAR, 1929-1930

RECEIPTS

Grain	Number of cars	Gross bushels
Wheat.....	842	1,141,732-20
Oats.....		395-10
Oat scalpings.....		17,120 lbs.

SHIPMENTS

—	Rail	Ocean
Wheat.....		272,533-20
Oat scalpings.....	12,000 lbs.	

GROSS RECEIPTS AND SHIPMENTS INTERIOR GOVERNMENT ELEVATORS,
CROP YEAR, 1929-30

	RECEIPTS			SHIPMENTS		
	Number of cars	Bushels	Tons	Number of cars	Bushels	Tons
Saskatoon.....	2,088	2,845,819	34	1,915	2,688,475	1,600
Moose Jaw.....	2,065½	3,149,254	69	2,361	4,001,911	69
Edmonton.....	1,963	2,902,640	8	1,788	2,833,128	1,206
Calgary.....	2,131	3,111,207	976	1,808½	3,114,006	2,146
	8,247½	12,008,920	1,087	7,872½	12,637,520	5,021

TOTAL CARS WEIGHED AT INTERIOR POINTS, CROP YEAR 1929-1930

	Bushels	Cars
Kenora.....	1,941,190	1,294
Keewatin.....	6,097,510	4,065
Winnipeg.....	20,010,100	13,519
Portage la Prairie.....	1,810,176	1,441
Saskatoon.....	6,174,200	4,583
Moose Jaw.....	7,123,100	4,885
Calgary.....	7,110,230	5,072
Edmonton.....	807,100	536
Medicine Hat.....	4,010,170	2,740
Factoria.....	102,130	72
Totals.....	55,185,906	38,207

REPORT OF CARS ARRIVING AT DESTINATION WITH MISSING OR DEFECTIVE
SEALS—CROP YEAR ENDING JULY 31, 1930

Month	Canadian Pacific Railway	Canadian National Railway	Total
1929—August.....	234	97	331
September.....	1,094	338	1,432
October.....	673	160	833
November.....	297	100	397
December.....	155	51	206
1930—January.....	109	35	144
February.....	105	12	117
March.....	111	20	131
April.....	104	22	126
May.....	166	31	197
June.....	319	69	388
July.....	209	47	256
Totals.....	3,576	982	4,558

SUMMARY

Via Canadian Pacific Railway.....	3,576
Via Canadian National Railway.....	982
Total.....	4,558

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN
WEIGHING DIVISION—CROP YEAR ENDING JULY 31, 1930

CANADIAN PACIFIC RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1929—August.....	78	320	24	158	.....	15	66	661
September.....	343	1,771	138	1,104	8	41	239	3,644
October.....	456	1,863	138	1,541	8	104	278	4,388
November.....	149	714	54	589	1	15	168	1,690
December.....	61	228	18	219	3	11	84	624
1930—January.....	23	83	12	85	.....	9	63	275
February.....	33	107	22	151	.....	6	68	387
March.....	28	113	15	75	2	11	51	295
April.....	28	178	15	171	1	20	63	476
May.....	48	318	15	151	.....	14	66	612
June.....	163	719	57	367	1	30	145	1,482
July.....	88	537	49	429	1	21	110	1,235
	1,498	6,951	557	5,040	25	297	1,401	15,769

CANADIAN NATIONAL RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1929—August.....	38	99	8	116	.....	3	56	320
September.....	151	531	52	881	.....	24	257	1,896
October.....	222	842	97	967	4	105	200	2,437
November.....	67	369	60	441	2	203	166	1,308
December.....	22	234	21	170	.....	76	82	605
1930—January.....	13	141	7	97	1	11	60	330
February.....	18	119	5	148	2	8	54	354
March.....	20	107	19	71	.....	12	55	284
April.....	67	59	28	93	3	3	63	316
May.....	43	389	29	166	2	20	101	750
June.....	76	548	74	571	1	46	189	1,505
July.....	85	246	34	388	4	10	99	866
	822	3,684	434	4,109	19	521	1,382	10,971

SUMMARY

Total leaking cars via C.P.R.....	15,769
Total leaking cars via C.N.R.....	10,971
Total.....	26,740
Detected leaking in yards at Fort William.....	11,417
Transferred enroute account of bad order.....	259

SHORTAGES—CARS

Every precaution is taken to maintain the integrity of Government weights at the terminal elevators, but complaints of shortages on the outturn of cars come to us, in the majority of which, upon investigation, the cause is shown to be beyond the jurisdiction of the officers who supervise the weighing and in a great many cases it is apparent that these discrepancies are due to errors at loading, loss in transit or other unknown causes. In some cases investigation has shown the unloading elevator or the railways were responsible and settlement was secured or recommended.

SHORTAGES—VESSELS

Reported shortages on the outturns of vessel cargoes unloaded at Eastern Canadian and American ports continue to show about the same average:—

	Canadian ports	American ports
	Per thousand bushels	Per thousand bushels
Wheat.....	23·4 short	16·37 short
Oats.....	30·04 “	.....
Barley.....	29·32 “	2·39 over
Flaxseed.....	15·12 “	80·91 short
Rye.....	28·09 “	39·47 over

Complaints were received of serious shortages on some individual cargoes during the season, the loading and weighing of which were thoroughly investigated without finding any trace of or cause for the reported shortages at the loading elevators.

No outturns are received from cargoes loaded at the Pacific coast ports.

STATEMENT—SHOWING THE SHIPMENTS OF GRAIN FROM FORT WILLIAM, PORT ARTHUR DURING THE CROP YEAR 1929-1930

	Canadian vessels 539 cargoes	United States vessels 230 cargoes	British foreign 5 cargoes	Total 774 cargoes
	bush..	bush.	bush.	bush.
Wheat.....	78,909,301	65,058,574	308,653	144,276,528
Oats.....	8,609,463	.....	226,994	8,836,457
Barley.....	5,387,456	1,727,065	70,000	7,184,521
Flaxseed.....	648,672	345,442	.....	994,114
Rye.....	1,521,717	105,000	.....	1,626,717
Oat scalpings.....	1,181,272	821,431	.....	2,002,703
Screenings.....	17,288 tons	32,329 tons	.....	49,617 tons
Totals.....	96,257,881 bush. 17,288 tons	68,057,512 bush. 32,329 tons	605,647	164,921,040 bush. 49,617 tons

ANNUAL WEIGH-UP

All the stocks in elevators operating under Public Terminal Licences were weighed up in accordance with the Act, also the stocks of the four top grades of wheat in elevators operating under private elevator licences in the Western Division, the weigh-up of the four top grades of wheat in the private terminals being necessary to determine the quantity in store prior to August first when section 140, subsection 1 of the Canada Grain Act, became effective. Statements were prepared of the correct quantities of each grade in store in the public terminals and of the four top grades of wheat in the private terminals and forwarded to the Board, the stocks in both public and private elevators being exceptionally heavy.

During the crop year a number of elevators operating under public and private licences in the Eastern and Western Divisions were weighed up by request, the usual charge being made for this service.

S. M. CAPON,
Chief Weighmaster.

REPORT OF SCALES INSPECTED IN ELEVATORS IN WESTERN DIVISION, YEAR 1929-1930

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection No charge	Special Inspections
		bush.			lb.					\$ cts.		
PUBLIC TERMINALS												
<i>Fort William</i> — Grand Trunk Pacific.....	1910	5,750,000	10 hoppers.....	Gurney.....	120,000	5	5	1910	Annually...	120 00	Semi-annually..	
<i>Port Arthur</i> — Canadian Government.....	1913	3,250,000	10 hoppers..... 1 automatic... 1 platform...	Fairbanks..... Fairbanks..... Fairbanks.....	120,000 180 600	5 Bagger	5	1913	Annually...	120 00 2 50 1 00	Semi-annually..	
Saskatchewan Pool No. 7.....	1928	6,900,000	11 hoppers.....	Gurney.....	150,000	6	5	1928	Annually...	148 50	Semi-annually..	
Saskatchewan Pool No. 6.....	1920	7,398,800	9 hoppers.....	Fairbanks.....	120,000	5	4	1920	Annually...	108 00	Semi-annually..	
Saskatchewan Pool No. 4.....	1917	6,568,410	8 hoppers.....	Gurney.....	120,000	4	4	1917	Annually...	96 00	Semi-annually..	1 special test.
<i>Moose Jaw</i> — Canadian Government.....	1914	3,250,000	6 hoppers..... 2 automatic... 2 platform...	Fairbanks..... Fairbanks..... Gurney.....	120,000 180 1,200	3 Bagger	3	1914 1915 1915	Annually... Annually... Annually...	72 00 4 60 3 00	Semi-annually.. Semi-annually.. Semi-annually..	1 special test.
<i>Saskatoon</i> — Canadian Government.....	1914	3,250,000	6 hoppers..... 2 automatic... 1 platform...	Gurney..... Fairbanks..... Fairbanks.....	120,000 180 600	3 Bagger	3	1914 1915 1915	Annually... Annually... Annually...	72 00 4 60 1 00	Semi-annually..	
<i>Calgary</i> — Canadian Government.....	1915	2,500,000	6 hoppers..... 1 automatic... 1 platform...	Fairbanks..... Fairbanks..... Fairbanks.....	120,000 180 600	3 Bagger	3	1915 1915 1915	Annually... Annually... Annually...	72 00 2 30 1 00	Semi-annually..	2 special tests.
<i>Edmonton</i> — Canadian Government.....	1924	2,500,000	5 hoppers..... 3 automatic... 1 platform...	Gurney..... Richardson..... Fairbanks.....	120,000 180 500	3 Bagger	2	1924 1925 1925	Annually... Annually... Annually...	60 00 7 80 1 00	Semi-annually..	1 special test.
<i>Vancouver, B.C.</i> — Pacific Terminal.....	1916	2,100,000	3 hoppers..... 3 automatic... 3 automatic... 1 platform... 3 hoppers.....	Fairbanks..... Richardson... Richardson... Fairbanks... Fairbanks.....	120,000 10,000 180 1,000 72,000	..... 3 Bagger 3	3	1916 1916 1916 1922 1923	Annually... Annually... Annually... Annually... Annually...	36 00 54 00 9 45 1 00 30 00	Semi-annually.. Semi-annually..	1 special test.
<i>Victoria, B.C.</i> — Panama Pacific.....	1928	1,000,000	1 hopper..... 2 hoppers.....	Gurney..... Gurney.....	120,000 72,000	..... 2	1	1928 1928	Annually... Annually...	12 00 20 00	Semi-annually.. Semi-annually..	
		44,467,210								1,059 75		

BOARD OF GRAIN COMMISSIONERS FOR CANADA—CHIEF WEIGHMASTER'S OFFICE—REPORT OF SCALES INSPECTED IN ELEVATORS IN WESTERN DIVISION, YEAR 1929-1930—Concluded

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection No charge	Special Inspections						
PRIVATE TERMINALS																		
Fort William—Northland "D"	1896	bush.	3 hoppers	Fairbanks	lb. 96,000	3	.....	1896	Annually	\$ cts. 36 00	Semi-annually						
	1908		4 hoppers	Gurney				1908	Annually									
	1908		4 hoppers	Gurney				1908	Annually									
	1914		5 hoppers	Gurney				1914	Annually									
Saskatchewan Pool No. 8	1903	2,500,000	8 hoppers	Fairbanks	100,000	4	4	1903	Annually	96 00	Semi-annually							
	1904		2 hoppers	Fairbanks				1903	Annually									
			8 hoppers	Fairbanks				1904	Annually									
			8 hoppers	Fairbanks				96,000	4				4	1907	Annually	36 00	Semi-annually	
Western	1907	2,850,000	3 hoppers	Fairbanks	96,000	2	1	1914	Annually	48 00	Semi-annually							
Western—2nd Unit	1914		4 hoppers	Fairbanks				120,000	2				2	1914	Annually			
Western—3rd unit	1923		4 hoppers	Fairbanks				120,000	2				2	1923	Annually	48 00	Semi-annually	
Ogilvies	1915		250,000	1 hopper				Fairbanks	30,000				1	1915	Annually	6 00	Semi-annually
	1916	1 hopper		Fairbanks	96,000	.....	1916	Annually		12 00	Semi-annually						
	1908	2 hoppers		Fairbanks	30,000	2	1908		Annually	48 00	Semi-annually						
	1909	3 hoppers		Gurney	96,000	.....	1909	Annually		36 00	Semi-annually						
Consolidated	1911	35,000	3 hoppers	Gurney	120,000	2	1	1911	Annually	36 00	Semi-annually							
Consolidated—2nd Unit	1912		1 hopper	Fairbanks				12,000	S. & R.				1912	Annually	3 50	Semi-annually		
McCabes	1912		1 hopper	Gurney				12,000					1912	Annually	3 50	Semi-annually		
Bole	1912		1 platform	B.S. & M.				1,200	1912	Annually	1 50	Semi-annually	
Fort William "F"	1913	1,750,000	1 automatic	Richardson	180	Bagger	3	1913	Annually	72 00	Semi-annually							
	1916		6 hoppers	Gurney				96,000				1913	Annually	36 00	Semi-annually		
			3 hoppers	Gurney				120,000				1916	Annually	36 00	Semi-annually		
			3 hoppers	Gurney				120,000	2				1	1926	Annually	12 00	Semi-annually	
National Feed	1918	85,000	1 hopper	Fairbanks	84,000	1	.....	1918	Annually	20 00	Semi-annually						
	1918		1 track	Gurney				200,000	S. & R.				1918	Annually	6 00	Semi-annually		
			1 hopper	Gurney				30,000					1918	Annually	2 45	Semi-annually		
			1921	1 automatic				Richardson	180				1918	Annually	1 50	Semi-annually
Ogilvie Feed Mill	1921	180,000	1 platform	Champion	1,200	.....	.....	1918	Annually	12 00	Semi-annually					
	1922		1 hopper	Fairbanks				84,000				1921	Annually	36 00	Semi-annually		
	1925		3 hoppers	Gurney				120,000				1922	Annually	36 00	Semi-annually		
	1927		3 hoppers	Gurney				120,000	3				2	1925	Annually	54 00	Semi-annually	
Paterson's "O"	1927	2,500,000	4 hoppers	Gurney	150,000	2	2	1927	Annually	8 00	Semi-annually							
	1914		1 hopper	Fairbanks				60,000	Annually	6 00	Semi-annually	
			1 hopper	Fairbanks				30,000				1913	Annually	8 00	Semi-annually		
			1913	1 hopper				Fairbanks	42,000				1	1913	Annually	54 00	Semi-annually
Searle	1928	3,000,000	4 hoppers	Fairbanks	150,000	2	2	1928	Annually									
Port Arthur—Manitoba Pool No. 2	1905	1,375,000	1 hopper	Fairbanks	42,000	1	.....	1905	Annually	8 00	Semi-annually						
	1908		2 hoppers	Fairbanks				120,000	Annually	24 00	Semi-annually	
			3 hoppers	Fairbanks				96,000	Annually	36 00	Semi-annually	
			3 hoppers	Fairbanks				120,000	Annually	36 00	Semi-annually	
Thunder Bay	1916	60,000	1 hopper	Fairbanks	60,000	.....	.....	1916	Annually	8 00	Semi-annually					
	1916		1 automatic	Richardson				180	S. & R.				1918	Annually	2 70	Semi-annually		
			1 platform	B.S. & M.				1,200					1918	Annually	1 50	Semi-annually		

2 special tests.
1 special test.

Manitoba Pool No. 1.....	1917	1,300,000	2 hoppers.....	Gurney.....	120,000	1	1	1917	Annually...	24 00	Semi-annually..	1 special test.
Union Terminal.....	1916	1,200,000	1 hopper.....	Gurney.....	96,000	1	.....	1918	Annually...	12 00	Semi-annually..	
			2 hoppers.....	Fairbanks.....	96,000	1	1	1916	Destroyed by fire.		Semi-annually..	
Saskatchewan Pool No. 5.....	1918	2,100,000	2 hoppers.....	Fairbanks.....	60,000	1	1	1918	.....		Semi-annually..	1 special test.
Eastern Terminal.....	1918	3,500,000	4 hoppers.....	Gurney.....	120,000	2	2	1918	Annually...	48 00	Semi-annually..	
Superior.....	1922	900,000	7 hoppers.....	Gurney.....	120,000	4	3	1918	Annually...	84 00	Semi-annually..	
Stewart.....	1923	2,250,000	3 hoppers.....	Gurney.....	120,000	2	1	1922	Annually...	36 00	Semi-annually..	
Bawlf.....	1923	2,250,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	
Reliance.....	1924	2,350,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually...	60 00	Semi-annually..	1 special test.
United Grain Growers "A"	1924	3,800,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1924	Annually...	60 00	Semi-annually..	
	1927	5,500,000	7 hoppers.....	Fairbanks.....	150,000	4	3	1927	Annually...	94 50	Semi-annually..	
Vancouver, B.C.—												
Burrard.....	1923	1,680,000	2 hoppers.....	Fairbanks.....	120,000	.....	2	1923	Annually...	24 00	Semi-annually..	
			1 hopper.....	Gurney.....	60,000	1	.....	1924	Annually...	8 00	Semi-annually..	
Vancouver Terminal.....	1924	2,250,000	2 hoppers.....	Gurney.....	120,000	2	.....	1927	Annually...	24 00	Semi-annually..	
			5 hoppers.....	Fairbanks.....	120,000	2	3	1924	Annually...	60 00	Semi-annually..	
Alberta Pool No. 2.....	1924	1,650,000	1 hopper.....	Gurney.....	132,000	1	.....	1925	Annually...	13 00	Semi-annually..	
			4 hoppers.....	Gurney.....	150,000	1	3	1924	Annually...	56 00	Semi-annually..	
Columbia.....	1924	150,000	6 hoppers.....	Gurney.....	72,000	6	.....	1924	Annually...	60 00	Semi-annually..	
			2 hoppers.....	Fairbanks.....	60,000	2	.....	1924	Annually...	16 00	Semi-annually..	
Alberta Pool No. 1.....	1928	5,150,000	1 hopper.....	Fairbanks.....	120,000	.....	1	1924	Annually...	12 00	Semi-annually..	
Midland Pacific.....	1928	1,500,000	7 hoppers.....	Fairbanks.....	120,000	4	3	1928	Annually...	84 00	Semi-annually..	2 special tests.
			3 hoppers.....	Fairbanks.....	120,000	1	2	1928	Annually...	36 00	Semi-annually..	
Prince Rupert, B.C.—												
Alberta Pool.....	1925	1,250,000	5 hoppers.....	Gurney.....	120,000	3	2	1925	Annually...	60 00	Semi-annually..	
New Westminster, B.C.—												
Fraser River.....	1929	700,000	3 hoppers.....	Gurney.....	120,000	1	2	1929	Annually...	36 00	Semi-annually..	
		71,385,000								2,160 70		

Public Terminals.....	\$	1,059 75
Private terminals.....		2,160 70
Total.....	\$	3,220 45

APPENDIX 5

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, January 20, 1931.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following statement showing the special investigations and work carried out by the laboratory during the past year:—

1. Survey of the Protein Content of the Contract Grades of Hard Red Spring Wheat grown in Western Canada during the crop year 1930-31.
2. The comparative values of Canadian and foreign wheats.
3. Tests of varieties of wheat.
 - (a) Bald Wheat.
 - (b) Minturki Wheat.
 - (c) Hope Wheat.
 - (d) Ceres Wheat compared with Marquis.
4. The D-K. Rapid Moisture Tester.
5. The Improved Carter Simon Rapid Moisture Tester.
6. Removal of Ergot from Rye.
7. An Automatic Proofing Device for Bread Doughs.
8. Special tests for the information of the Chief Inspector.
 - (a) Comparative milling and baking quality of Hard Red and Hard White Kernels, contained in a sample of Marquis Wheat.
 - (b) Milling and baking quality of Montana Red Winter Wheat grown in Manitoba.
 - (c) The effect of different percentages of soft starchy wheat on the baking quality of Hard Red Spring Wheat.
 - (d) Protein content of cargoes of No 4 wheat.
 - (e) Drying of wheat.
 - (f) The oil content of damaged flax.
9. Tests of damaged wheat.
 - (a) Plump grass green kernels in otherwise normal wheat.
 - (b) Bleached wheat.
 - (c) Sprouted wheat.
 - (d) Bran frosted wheat.
 - (e) Heavily frosted wheat.
 - (f) Lower grades containing large percentages of frosted, green and immature kernels.

The supervision of the moisture testing at all inspection offices from the Atlantic to the Pacific has been continued as in the past. By constantly checking the results obtained at the different points with tests made on the same samples in the laboratory, a high degree of uniformity has been obtained at all points.

The laboratory has been pleased to co-operate with the Cereal Department of the Department of Agriculture and to conduct on different occasions a series of protein tests in connection with their plant breeding work on new varieties of wheat.

On numerous occasions throughout the year the laboratory has been of service to farmers, grain and milling organizations both in Canada and abroad by supplying them with information regarding the protein content, milling and baking qualities of different grades, varieties and types of wheat, the deterioration of grain in storage, and other related matters.

I also have the honour to submit separately a detailed report of the work of the laboratory with the recommendation that it may be published separately.

Yours respectfully,

F. J. BIRCHARD,
Chemist in Charge.

APPENDIX 6

REPORT OF SECRETARY

WINNIPEG, January 9, 1931.

The Chairman,
Board of Grain Commissioners,
Winnipeg, Man.

SIR,—I have the honour to submit the following report covering the work of the Executive Offices of the board during the year ended December 31, 1930.

REORGANIZATION

The work of the executive offices was greatly handicapped at the beginning of the year owing to the fact that while the headquarters of the board had been moved from Fort William to Winnipeg it had not been possible to complete the moving of the necessary staff to Winnipeg and a part of the work was carried out from Fort William and the remainder from Winnipeg. The former secretary, Mr. F. J. Rathbone, was appointed Assistant Commissioner at the Head of the Lakes in December, 1929, and did not move to Winnipeg when the board established offices at that point, but he continued until July 10, 1930, to carry out the duties of secretary as far as possible at Fort William in addition to his duties as an assistant commissioner. The secretarial work at Winnipeg was carried out by a skeleton staff under Mr. V. C. LeFeuvre, Principal Clerk.

I took over the duties of secretary to the board on July 11, 1930, and since that date the whole of the secretarial work has been performed from the Winnipeg office.

The Licence and Bonding Branch was moved from Fort William to Winnipeg at the end of July, 1930, but it was decided that the Statistical Branch was to remain in Fort William.

OFFICES

The offices taken over by the board on the third floor in the Grain Exchange Annex when the offices were first established in Winnipeg were found to be unsatisfactory and in October, 1930, other offices were taken over on the second floor in the same building and while these offices are not entirely suitable, the present arrangements appear to be the best that can be made with the space available. The offices of the members of the board, secretary, Board Room, Licence and Bonding Branch, Canadian Government elevators and the Registration Branch are now en bloc, with the offices of the accountant, previously located in the offices of the Inspection Branch, and the office of the assistant commissioner for Manitoba, immediately above.

OFFICE PROCEDURE AND ROUTINE

Owing to the system used in Fort William not permitting of a cut-off in the files and records at a certain date, it was not possible without undertaking a great deal of work, to move all the more recent files and records from Fort William to Winnipeg.

It was not considered advisable to move all the files and records of the board since its inception in 1912, so only files and records considered to be absolutely essential have been moved to Winnipeg, other files and records being brought up as found necessary.

After considering the special needs of the executive offices of the board and examining different systems, a complete new filing system has now been introduced and this system appears to be working most satisfactorily. The same system has been introduced in the offices of the Statistical Branch and is also being introduced into the offices of the assistant commissioners. There are still one or two points with regard to the system for maintaining records of books, publications and reports which can be improved and consideration is being given to this matter, as also the matter of introducing a complete staff record to be maintained in the secretary's office.

A number of instructions have been issued regarding office procedure, etc., which all tend to greater efficiency in the executive offices of the board.

STAFF

The staff of the secretary's office in addition to the principal clerk and the secretary to executive who were transferred from Fort William has been augmented by the appointment of one stenographer, Grade 2, one clerk, Grade 3, and one clerk, Grade 1. The total number on the staff being the same as were previously on the secretary's staff in Fort William.

MEETINGS OF THE BOARD

Since my appointment as secretary, I have attended all the meetings of the board, except the public tariff sessions held in Vancouver and Toronto on August 20, 1930, and September 3, 1930, respectively, and have recorded the minutes of these meetings and issued to the parties concerned the decisions of the board.

The Canada Grain Act, 1930, which came into operation on September 1, 1930, necessitated the publication by the board of certain regulations, and instructions *re* changes in procedure and the instructions of the board in these matters have been issued to all concerned.

LICENCE AND BONDING BRANCH

This branch with Mr. C. F. Spittle in charge completed its work for the 1929-30 crop year in Fort William, being moved to Winnipeg at the end of July, 1930.

Under the Canada Grain Act, 1930, the definition of certain classes of elevators were changed and this necessitated a number of licencees applying for a different licence to that under which they had operated for the past few years. This involved extra work for the branch, but the work was facilitated to a great extent by the fact that constant reference could be made to the head offices of a large proportion of the elevator companies, since the offices were located in Winnipeg.

Of the staff of six maintained by this branch in Fort William, five members were transferred to Winnipeg, one stenographer who preferred to remain in Fort William being transferred to the office of the Statistical Branch, her position being filled by the Civil Service Commission from the eligible list for stenographers at Winnipeg. One extra clerk, Grade 3, has been added to the staff, making a total staff of seven.

STATISTICAL BRANCH

The work of this branch has been increased considerably since September 1, 1930, owing to the necessity for maintaining the additional records necessary to permit the Board to exercise the closer supervision of grain in terminal elevators pursuant to the provisions of the Canada Grain Act, 1930, and the staff has been increased by the addition of three clerks, Grade 3 and one stenographer, Grade 2, to a total of twenty-six.

In October, 1930, the offices of the branch in the Grain Exchange building, Fort William, were moved to a brighter and more suitable location in the same building.

The following memoranda summarizing different matters handled and statements compiled by the executive offices are attached herewith:—

- (a) Complaints.
- (b) Defaults.
- (c) Cars out of turn.
- (d) Summary of licences issued for the season 1929-30.
- (e) Licences issued during the past nineteen seasons.
- (f) Elevators and storage capacity.
- (g) Comparative summary of elevators for past nineteen years.
- (h) Grain loading platforms.
- (i) Report of statistician.
- (j) Summary of annual weigh-up public terminal elevators, 1930.
- (k) Sessions held by the board.

Your obedient servant,

J. RAYNER,
Secretary.

COMPLAINTS

During the period from September 1, 1929, to December 31, 1930, the board received one hundred and sixty-nine (169) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the weighing and grading of grain, the operations of licensees and the operations of parties dealing in grain but not licensed under the Canada Grain Act.

Formal investigations were held by the Board or by an Assistant Commissioner into seven (7) of these complaints.

During the same period twenty (20) complaints were made to the Board regarding the weights and quality of export shipments.

SUMMARY OF COMPLAINTS

Alberta	75	
Saskatchewan	80	
Manitoba	14	
Total	—	169
Export shipments		20

SUMMARY OF DISPOSITION OF COMPLAINTS

No ground for complaint	77	
Settlement effected between parties	62	
Formal investigation held and orders issued by the board....	7	
Not yet disposed of	23	
Total	—	169

SUMMARY OF DISPOSITION OF COMPLAINTS REGARDING EXPORT SHIPMENTS

Complaints not justified	17	
Allowance made	1	
Not yet disposed of	2	
Total	—	20

PROSECUTIONS

In two cases of complaint where breaches of the Canada Grain Act were disclosed, action was instituted by the board in the civil courts and convictions secured in both cases.

DEFAULTS

During the period from September 1, 1929, to December 31, 1930, the default of Robert MacInnes and Company, Limited, of Winnipeg, who were licensed by the board as commission merchants, was the only case of default by a licensee in which claims were submitted to the board for settlement from the security, a Bond in the amount of ten thousand dollars (\$10,000) executed by the Canadian Indemnity Company of Winnipeg, furnished to the board when the licence was issued.

Ten claims amounting to seven thousand, four hundred and ninety dollars, fifty-seven cents (\$7,490.57) filed with the board were found to be within the scope of the commission merchants' bond and a cheque for this amount was received from the Canadian Indemnity Company and distributed amongst the claimants in settlement of their claims in full.

CARS OUT OF TURN

During the period from September 1, 1929, to December 31, 1930, the Board found it necessary on only one occasion to order cars out of turn in accordance with section 68 of the Canada Grain Act, 1930, when eight cars were supplied to a country elevator which was in danger of collapse.

SUMMARY OF LICENCES ISSUED FOR THE SEASON 1929-30

During the season, 220 firms and individuals applied for licences as required by the provisions of The Canada Grain Act.

Five thousand seven hundred and sixty-two applications for licences were received. Eleven of the applications were withdrawn and 5,751 licences were issued.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of Licence	Applications		Licences issued
	Received	Withdrawn	
Track buyers.....	66	4	62
Commission merchants.....	71	.....	71
Primary grain dealers.....	5	2	3
Public terminal elevators.....	11	.....	11
Private elevators.....	76	.....	76
Public elevators.....	21	1	20
Manufacturing elevators.....	28	1	27
Elevator space.....	1	.....	1
Country elevators.....	5,085	3	5,082
Private country elevators.....	398	.....	398
	5,762	11	5,751

Private elevator licences issued by the board to the Electric Elevator and Grain Company Limited were cancelled on April 9, 1930.

Licence fees to the amount of \$30,970 were received and remitted direct to the department at Ottawa.

Surety bonds amounting to \$18,665,321 were executed by thirteen of the approved surety companies and were deposited with the board as security covering the operations of the licensees.

STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS 1911-1912 TO 1929-1930
(Licence year commences 1st of September)

GRAIN COMMISSION

Kind	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915	1913- 1914	1912- 1913	1911- 1912
Public country elevators.....	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Private country elevators.....	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public terminal elevators.....	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14	.....	.....
Private elevators.....	76	80	80	67	64	63	60	32	29	25	17	18	20	21	19	18	13	23*	34*
Public elevators.....	20	20	18	17	17	11	10	10	13	11	16	16	18	16	18	18	20	.....	.....
Manufacturing elevators.....	27	18	16	10	10	12	11	9	14	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Elevator space.....	1	1	1	3	3	2	2	2	.....	.....	.....	.....	7	7	10	7	3	19	58
Track buyers.....	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.....	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Primary grain dealers.....	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total number issued.....	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,666	3,379	2,924	2,830	2,546	2,271

* Licensed as terminal elevators.

SUMMARY OF ELEVATORS AND STORAGE CAPACITY—BY CLASSES AND PROVINCES—SEASON 1930-31

(As at December 1, 1930)

Kind of elevator and province	Points	Elevators	Capacity bush.
WESTERN DIVISION			
<i>Country—</i>			
Manitoba.....	373	739	23,751,500
Saskatchewan.....	1,080	3,237	103,855,400
Alberta.....	580	1,748	65,344,200
British Columbia.....	4	9	337,000
Ontario.....	1	1	40,000
Total.....	2,038	5,734	193,328,100
<i>Mill—</i>			
Manitoba.....	(2)	4	170,000
Saskatchewan.....	1+(3)	4	84,000
Alberta.....	(3)	3	82,000
British Columbia.....	2	11	826,000
Ontario.....	1	1	185,000
Total.....	4+(8)	23	1,347,000
<i>Public terminal—</i>			
Ontario.....	(2)	2	9,000,000
Saskatchewan.....	(2)	2	11,000,000
Alberta.....	(2)	2	5,000,000
British Columbia.....	(2)	2	2,000,000
Total.....	(8)	8	27,000,000
<i>Semi-public terminal—</i>			
Ontario.....	(2)	26	83,657,210
British Columbia.....	2+(1)	8	17,200,000
Total.....	2+(3)	34	100,857,210
<i>Private terminal—</i>			
Manitoba.....	3+(2)	14	5,247,450
Saskatchewan.....	(3)	6	4,585,500
Alberta.....	(3)	16	4,118,000
British Columbia.....	(1)	1	200,000
Ontario.....	2+(2)	7	1,940,000
Total.....	5+(10)	44	16,090,950
Total—Western Division.....	2,049	5,843	338,623,260
EASTERN DIVISION			
<i>Eastern—</i>			
Ontario.....	11	18	49,850,000
Quebec.....	3	7	21,787,000
New Brunswick.....	2	3	2,200,000
Nova Scotia.....	1	1	2,200,000
Total.....	17	29	76,037,000
TOTALS			
Country elevators.....	2,038	5,734	193,328,100
Mill elevators.....	4+(8)	23	1,347,000
Public terminal elevators.....	(8)	8	27,000,000
Semi-public terminal elevators.....	2+(3)	34	100,857,210
Private terminal elevators.....	5+(11)	44	16,090,950
Eastern elevators.....	17	29	76,037,000
	2,066	5,872	414,660,260

(—) Bracketed figures refer to points included in the totals under some other class of elevator, therefore are omitted from Grand Total.

NOTE:—The only elevators in the Eastern Division under the jurisdiction of the Board of Grain Commissioners are the 29 "Eastern Elevators".

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST NINETEEN YEARS
(As at December 1 each year)

Licence year	Stations	Elevators	Warehouses	Capacity
1911-1912.....	937	2,037	31	108,649,900
1912-1913.....	1,048	2,319	37	127,224,550
1913-1914.....	1,217	2,607	24	154,765,000
1914-1915.....	1,247	2,813	28	168,624,000
1915-1916.....	1,334	3,059	19	180,988,000
1916-1917.....	1,400	3,360	.....	193,844,000
1917-1918.....	1,463	3,694	.....	211,591,800
1918-1919.....	1,484	3,777	.....	221,279,964
1919-1920.....	1,511	3,797	.....	226,256,970
1920-1921.....	1,542	3,855	.....	231,213,620
1921-1922.....	1,559	3,924	.....	231,633,420
1922-1923.....	1,578	4,020	.....	238,107,420
1923-1924.....	1,620	4,169	.....	251,194,620
1924-1925.....	1,704	4,324	.....	269,900,620
1925-1926.....	1,745	4,416	.....	281,746,560
1926-1927.....	1,798	4,558	.....	284,818,200
1927-1928.....	1,852	4,823	.....	310,832,200
1928-1929.....	1,972	5,481	.....	358,254,790
1929-1930.....	2,054	5,787	.....	394,594,210

GRAIN LOADING PLATFORMS

Only three applications for the construction of loading platforms have been received by the Board since September 1, 1929.

At December 31, 1929, there were 2,578 loading platforms in Western Canada at which farmers could load grain, without putting such grain through country elevators, into 6,183 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of platforms	Car capacity
Manitoba.....	643	1,791
Saskatchewan.....	1,224	2,913
Alberta.....	672	1,405
British Columbia.....	31	58
Ontario.....	8	16
	2,578	6,183

REPORT OF STATISTICIAN—CROP YEAR 1929-30

The western Canadian grain crop of 1929 was the smallest for five years, but it followed the largest, by far, that Canada has ever experienced and of which a substantial quantity still remained to be disposed of.

The following figures represent the total carry-over, the crop of the three Prairie Provinces, the total Canadian crop, the quantities handled by different groups of elevators and the amounts exported, of the five principal grains:—

CROP YEAR 1929-30

—	Carry-over July 31, 1929	Crop of Prairie Provinces	Crop of all Canada	Carry-over July 31, 1930
	bush.	bush.	bush.	bush.
Wheat.....	104,383,221	281,664,000	304,520,000	111,692,519
Oats.....	45,165,498	141,620,000	282,838,300	21,411,710
Barley.....	11,020,857	79,787,000	102,313,300	22,840,550
Flaxseed.....	561,487	1,970,000	2,060,400	636,658
Rye.....	4,219,756	11,982,000	13,160,500	9,192,059

TRADE AND COMMERCE

PLATFORM LOADINGS AT COUNTRY POINTS

	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	3,295,470	2,904,432	6,199,902
Saskatchewan.....	2,346,954	533,346	2,880,300
Alberta.....	1,137,049	434,969	1,572,018
British Columbia.....	5,236	6,033	11,269
Total.....	6,784,709	3,878,780	10,663,489

TOTAL DELIVERIES AT COUNTRY ELEVATORS (UNREVISED)

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	20,547,249	2,480,461	13,196,234	174,803	729,432
Saskatchewan.....	132,978,152	10,293,349	9,753,975	1,427,174	4,495,850
Alberta.....	76,661,955	9,005,880	2,157,090	73,549	889,507
Total.....	230,187,356	21,779,690	25,107,299	1,675,526	6,114,789

TOTAL INSPECTIONS—BY PROVINCES OF ORIGIN

Manitoba.....	22,325,750	1,463,200	11,687,000	160,100	670,500
Saskatchewan.....	131,002,250	7,236,000	9,684,000	1,332,900	4,156,100
Alberta.....	66,451,000	7,840,400	1,465,000	47,000	549,500
British Columbia.....	221,000	425,400	9,000	.....	3,900
Total.....	220,000,000	16,965,000	22,845,000	1,540,000	5,380,000

TOTAL HANDLINGS AT FORT WILLIAM—PORT ARTHUR

Receipts.....	135,339,685	5,696,829	17,175,866	1,078,204	4,862,785
Shipments.....	146,319,348	12,862,871	7,331,755	1,025,504	1,476,339

TOTAL HANDLINGS AT VANCOUVER—NEW WESTMINSTER, B.C.

Receipts.....	52,953,938	765,095	103,424	2,386	122,585
Shipments.....	49,873,588	114,842	28,801	25	68,672

TOTAL HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	1,118,440	395	.....	.....	.....
Shipments.....	272,533	.....	.....	.....	.....

TOTAL HANDLINGS AT CANADIAN GOVERNMENT INTERIOR TERMINAL ELEVATORS

	Wheat	Oats	Barley	Corn	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts—					
Calgary.....	2,875,510	48,746	127,209	.....	1,417
Edmonton.....	1,987,008	710,285	142,637	.....	1,275
Moose Jaw.....	2,696,410	279,446	47,113	36,655	13,015
Saskatoon.....	2,590,988	82,670	34,534	28,333	12,706
Total.....	10,149,916	1,121,147	351,493	64,988	28,413
Shipments—					
Calgary.....	2,876,412	93,237	125,508	150	1,417
Edmonton.....	1,928,035	743,003	136,133	.....	1,264
Moose Jaw.....	3,612,523	291,238	44,380	35,891	5,429
Saskatoon.....	2,499,806	95,131	32,536	28,020	5,034
Total.....	10,916,776	1,222,709	338,557	64,061	13,144

TOTAL HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	268,476	703	107,687	.....	1,674
Shipments.....	298,097	12,698	37,786	.....	24,812

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	109,978,595	12,242,788	6,667,507	619,484	2,045,197
Shipments.....	108,925,380	14,205,652	6,724,215	637,108	1,654,241

TOTAL HANDLINGS OF FOREIGN GRAIN AT EASTERN ELEVATORS

Receipts.....	35,830,696	9,631,740	11,457,628	15,630,766	4,769,406
Shipments.....	34,161,584	8,850,474	10,940,129	15,491,049	2,263,027

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEATFLOUR, TWELVE MONTHS ENDED JULY 31, 1930

	Via Atlantic Seaboard and inland ports of exit	Via Pacific Seaboard	Total
Wheat.....	126,620,155 bush.	29,145,951 bush.	155,766,106 bush.
Wheatflour.....	5,506,858 bbls.	1,271,165 bbls.	6,778,023 bbls.
Total—as wheat.....	151,401,016 bush.	34,866,193 bush.	186,267,209 bush.
Oats.....	1,869,539 “	130,742 “	2,000,281 “
Barley.....	2,599,570 “	5,042 “	2,604,612 “
Rye.....	347,789 “	.....	347,789 “
Flaxseed.....	415,099 “	.....	415,099 “
Total.....	156,633,013 bush.	35,001,977 bush.	191,634,990 bush.

During the year a substantial number of names have been added to our mailing lists and whilst every effort is made to anticipate the needs of the trade, public bodies and other interested parties, for statistics concerning the marketing movement and handling of Canada's grain crops, inquiries and requests for special data, etc., continue to increase steadily.

As the result of an ever-increasing demand for details of stocks in store, by grades, at eastern elevators, the publication on Tuesday (or Wednesday) of each week, of these details was commenced. Also, when the possibility of congestion at Canadian lower lake ports during the fall movement of 1929 developed, a new weekly statement was introduced on which were shown the total stocks of all grains in store as compared to the capacity at each port. Both of these statements were continued throughout the year and appear, from expressions of appreciation received, to be of value to exporters and transportation interests particularly.

CHECKING OF INSURANCE

Under the Canada Grain Act, 1925, operators of public terminal and country elevators were required to fully insure, with approved companies, all grain in store in such elevators against loss by fire.

In the case of the public terminal elevators at Fort William-Port Arthur, Vancouver and Victoria, the insurance was effected by means of specific policies usually placed with a number of companies through one agency. The elevator operators arranged with the agencies to furnish weekly advices of the policies in force and amounts of each. The amounts in force were carefully checked against the value of the grain in store, by grades, as worked out in this office, and the names of the insurance companies compared with the official list of companies licensed to transact business in Canada under the Insurance Act. Where amounts in force appeared to be below the value of the grain in store, the elevator concerned was immediately notified and advice of the additional insurance being placed received promptly. Such occurrences are very rare and usually occasioned by wide fluctuations in prices not being provided for immediately. In the past crop year they did not exceed five.

The insurance of grain in store in country elevators is principally effected by means of "open" policies. Copies of these for eighty-two licensees or groups of licensees were received and scrutinized embracing all the principal companies and the three Pool organizations. Forty-four licensees carried specific insurance, advices of which were received and dealt with in precisely the same manner as for public terminals. During the year three cases of insufficient insurance were noticed and increases requested.

CHARTERS

The Inland Water Freight Rates Act, 1923, requires every shipper of grain loaded at Fort William-Port Arthur to file with the board a copy of the charter confirmation issued by the vessel broker covering each cargo or parcel of grain shipped, unless it is milling grain to be milled in Ontario.

From these charter confirmations weighted averages of freight rates charged, month by month, for the carriage of grain in vessels by each route and destination are compiled for the information of the minister, the board, and for publication. In addition, vessel owners or brokers occasionally ask for special data for use as evidence in disputes or lawsuits, and in one case an exact copy, with accompanying sworn attestation, was furnished the shipper for submission as evidence in the courts of the United States.

PRICES OF GRAIN

Periodicals and market price lists are obtained and preserved on file showing the prices of grain at all the principal markets of North America and Great Britain. Averages of the daily quotations are compiled for the principal grades of spot grain and of each kind of grain in the futures market for publication and as more permanent records.

FORT WILLIAM, ONT.

E. A. URSELL,
Statistician.

SUMMARY OF ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 1930

GRAIN COMMISSION

Elevator Operator	Wheat		Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
<i>Fort William-Port Arthur—</i>												
Grand Trunk Pacific Terminal Elevator Co.....	2,004-20	1,417-26	119-38	1,579-27	7,068-36	75,404						
Saskatchewan Pool Terminals, Ltd. No. 4.....	3,260-20	550-10	1,034-41	482-26	9,976-19	96,495						
Saskatchewan Pool Terminals, Ltd. No. 6.....	17,252-00	1,930-25	1,330-11	2,050-09	4,905-52	215,838						
Saskatchewan Pool Terminals, Ltd. No. 7.....	53,454-00	198-10		73-05	687-33	58,320						
Canadian Government Elevators	5,952-20	2,605-29	1,915-37	2,502-37	42-13	277,011						
<i>Vancouver—</i>												
Pacific Terminal Elevator Co., Ltd.....	6,029-40	279-24	370-00									
<i>Victoria</i>												
Panama Pacific Grain Terminals Ltd.....												
Totals.....	59,483-40	28,469-00	1,417-26	2,050-09	22,680-41	664,748						
Total net.... { Surplus or... deficit.....	31,014-40	4,147-04	4,531-03	2,587-30	22,680-41	600,438 lb.						

SESSIONS HELD BY THE BOARD FROM SEPTEMBER 1, 1929, TO DECEMBER 31, 1930

Date	Place	Subject matter
1929		
Sept. 6.....	Vancouver.....	Tariff of charges and rules and regulations governing the operation of public terminal elevators at Vancouver.
Sept. 17.....	Winnipeg.....	Routine matters.
Sept. 24.....	".....	"
Oct. 8.....	".....	"
Oct. 8.....	".....	Coastal laws on Great Lakes.
Oct. 28.....	Fort William.....	Routine matters and complaints.
Nov. 9.....	Winnipeg.....	Routine matters and complaints.
Nov. 18.....	".....	"
Dec. 4.....	".....	Bonds.
Dec. 9.....	".....	Routine matters.
Dec. 18.....	Toronto.....	Tariff of charges Lake and Bay Port elevator.
1930		
Jan. 8.....	Winnipeg.....	Complaints.
Mar. 21.....	".....	License—Electric Elevator and Grain Co.
Mar. 31.....	".....	Complaints.
June 24.....	".....	Appointment Inspector in Charge, Fort William.
July 24.....	".....	Routine matters and complaints.
July 29-30....	".....	"
Aug. 5.....	".....	"
Aug. 6.....	".....	New Canada Grain Act.
Aug. 7.....	".....	Tariff of charges terminal elevators, Calgary and east of Calgary and country elevators.
Aug. 12.....	".....	Routine matters and complaints.
Aug. 20.....	Vancouver.....	Tariff of charges and rules and regulations for terminal elevators, west of Calgary.
Aug. 29.....	Winnipeg.....	Routine matters and complaints.
Aug. 30.....	".....	"
Sept. 3.....	Toronto.....	Tariff of charges and rules and regulations for eastern elevators.
Sept. 8.....	Winnipeg.....	Routine matters and complaints.
Sept. 12.....	".....	Regulations, routine matters and complaints.
Sept. 17.....	".....	Complaints and Car Order Book.
Sept. 22.....	".....	Bonds.
Sept. 23-24....	".....	Regulations and routine matters.
Oct. 2.....	".....	Routine matters and complaints.
Oct. 9.....	".....	"
Oct. 16.....	".....	"
Oct. 30.....	".....	Suspension of coastal laws on the Great Lakes.
Nov. 3.....	".....	Routine matters and complaints.
Nov. 11.....	".....	"
Dec. 2.....	".....	"
Dec. 9.....	".....	"
Dec. 16.....	".....	"
Dec. 23.....	".....	"
Dec. 30.....	".....	"

REPORT OF CANADIAN GOVERNMENT ELEVATORS FOR CROP YEAR ENDED JULY 31, 1930

During the year five elevators were operated by the board, viz., Port Arthur, Moose Jaw, Saskatoon, Calgary and Edmonton. The elevators at Prince Rupert and Halifax are still operated by other parties under lease.

The volume of grain handled at each of the five elevators was less than that of the previous year, the total showing a decrease of over four and a half million bushels, made up as follows:—

Elevator	1928-29	1929-30	Decrease
Port Arthur.....	5,009,437	3,233,123	1,776,314
Moose Jaw.....	3,955,107	3,145,507	809,600
Saskatoon.....	3,545,450	2,831,192	714,258
Calgary.....	4,058,724	3,107,347	951,377
Edmonton.....	3,314,012	2,896,801	417,211
	19,882,730	15,213,970	4,668,760

The decreased handling at Moose Jaw and Saskatoon is largely accounted for by the fact that at the commencement of the crop year these elevators were half filled with grain of the previous crop.

Work has been commenced on additional storage capacity of 2,000,000 bushels to each of these elevators, but as this will not be completed until December it is doubtful whether it will be used to any great extent for the 1930 crop. It should however result in considerably increasing the volume to be handled in future years.

During the latter part of the year under review the Moose Jaw and Saskatoon elevators have handled shipments of grain, principally feed oats, for account of the Provincial Government, destined to those parts of the province where light crops have been experienced, and arrangements have now been completed which it is anticipated will enable the elevators to co-operate with the provincial Department of Agriculture in rendering very valuable service in this direction.

Early in the crop year automatic grain samplers were installed on receiving legs at all the elevators, to ensure accurately representative samples being taken from all cars at the time of unloading.

Arrangements are being made for the installation of new up-to-date cleaning machinery, where necessary, to enable the elevators to maintain their position in rendering to their patrons the greatest possible service in handling and treating all classes of grain.

Notwithstanding the decrease in volume handled, the operations for the year show a surplus of revenue over expenditure, after making the usual provision for depreciation of buildings and equipment. This is mainly accounted for by the grain remaining in store for longer periods, resulting in correspondingly greater storage revenue.

Respectfully submitted,

R. HETHERINGTON,
General Manager.

REGULATIONS OF THE BOARD**REGULATION No. 1, 1930**

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (v), of the Canada Grain Act, 1930.

REGISTRATION AND CANCELLATION OF TERMINAL ELEVATOR WAREHOUSE RECEIPTS

1. The word "registered" when used in reference to a warehouse receipt shall mean that a distinctive rubber stamp, bearing the date and the word "registered" is superimposed on the warehouse receipt in the space provided, and signed by the registrar, or deputy registrar.

2. Each manager or operator as soon as possible after the 31st of July in each year, unless otherwise determined by the board, shall prepare and deliver to the registrar a statement of all outstanding warehouse receipts at that date. Such statement shall be made by grades, showing the warehouse receipt number and the bushels.

3. Each manager or operator shall present to the registrar for registration warehouse receipts for all grain unloaded in his public or semi-public terminal elevator. Such warehouse receipts shall state the quantity and grade of grain, the date unloaded and the person on whose account the grain has been received. The Registrar shall compare the same with the records of his office and if he shall find that the same is issued for grain actually received in store into the elevator, and if for the correct quantity and grade of grain so received therein as shown by the records in his office, he is directed and authorized to stamp the same with his official stamp as registered, and to make a record thereof in the proper books of his office.

4. When any grain is shipped from any public or semi-public terminal elevator, the manager or operator thereof shall tender to the Registrar for "registration for cancellation" registered warehouse receipts covering the same both as to quantity and grade. All such receipts tendered to the registrar as aforesaid shall be accompanied by a report showing the number of the warehouse receipt; the number of bushels and kind of grain represented by such receipt, and such receipts shall be presented to the Registrar for cancellation as soon as possible after the shipment of the grain, in no case exceeding forty-eight hours after such grain has been shipped from the elevator.

5. Each manager or operator of a semi-public terminal elevator shall furnish the Registrar daily with a correct statement of the amount of each kind and grade of grain received into store in his elevator on the previous day. Also the amount of each kind and grade of grain shipped by each elevator during the previous day and a certified statement showing the balance in store at the close of business each day of each kind and grade of grain.

6. The manager or operator of a public or semi-public terminal elevator may present to the Registrar warehouse receipts to be split into two or more parts. A cancellation report shall be made showing date, number, bushels and grade of warehouse receipts being cancelled, and a registration report showing date, number, bushels and grade of the new warehouse receipts. Such new warehouse receipts shall be registered by the registrar.

7. The manager or operator of a semi-public terminal elevator may present to the Registrar two or more warehouse receipts for consolidation. A cancellation report shall be made up showing date, number of bushels, grade and number of warehouse receipts being cancelled and a registration report

showing date, number of bushels, grade, and number of the new warehouse receipt. Such new warehouse receipt shall be registered by the registrar. Consolidations for grades No. 1 Hard, One Northern, Two Northern and Three Northern must be for the same grade as is shown on the warehouse receipts presented for cancellation, all other consolidations may be registered as to grade for a grade different from that shown on the cancelled warehouse receipts provided that the total outstanding warehouse receipts including the said warehouse receipt for grain of such grade, shall not exceed the total quantity of grain of such grade shown to be in store at that date.

8. All warehouse receipts for grain issued by the manager or operator of any public or semi-public terminal elevator shall be in the form approved by the board and shall for each elevator be numbered consecutively. No two receipts bearing the same number shall be issued from the same elevator during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original and shall be plainly marked on its face "duplicate."

9. The registrar shall furnish each manager or operator with a Signature Card and the manager or operator shall complete such card with a specimen signature of all the officers or employees who are authorized to sign and countersign warehouse receipts in their behalf.

10. Each public or semi-public terminal elevator shall pay to the Board a registration fee of 4 cents per thousand bushels for inward registration, and 4 cents per thousand bushels for registration for cancellation.

11. All warehouse receipts shall be signed and countersigned before being presented for registration.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 2, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held in Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (s) of the Canada Grain Act, 1930.

MAXIMUM SHRINKAGE ALLOWANCES WHICH MAY BE MADE ON
THE DELIVERY OF GRAIN TO COUNTRY ELEVATORS

No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in this shrinkage table. All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in this schedule. This shrinkage table shall be placed conspicuously in all licensed country elevators for free inspection of the public.

Gross bushels	WHEAT	FLAX AND RYE	Shrinkage allowance
	Gross weight in pounds	Gross weight in pounds	
	lbs.	lbs.	lbs.
Up to and including 25 bush.....	1,500	1,400	5
Over 25 bush.....	1,500	1,400	
to 42 ".....	2,520	2,352	10
Over 42 ".....	2,520	2,352	
to 58 ".....	3,480	3,248	15
Over 58 ".....	3,480	3,248	
to 75 ".....	4,500	4,200	20
Over 75 ".....	4,500	4,200	
to 92 ".....	5,520	5,152	25
Over 92 ".....	5,520	5,152	
to 108 ".....	6,480	6,048	30
Over 108 ".....	6,480	6,048	
to 125 ".....	7,500	7,000	35
Over 125 ".....	7,500	7,000	
to 142 ".....	8,520	7,952	40
Over 142 ".....	8,520	7,952	
to 158 ".....	9,480	8,848	45

OATS

Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including 25 bush.....	850	5
Over 25 bush.....	850	
to 42 ".....	1,428	6
Over 42 ".....	1,428	
to 58 ".....	1,972	8
Over 58 ".....	1,972	
to 75 ".....	2,550	11
Over 75 ".....	2,550	
to 92 ".....	3,128	14
Over 92 ".....	3,128	
to 108 ".....	3,672	17
Over 108 ".....	3,672	
to 125 ".....	4,250	20
Over 125 ".....	4,250	
to 142 ".....	4,828	23
Over 142 ".....	4,828	
to 158 ".....	5,372	26

BARLEY

Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including 25 bush.....	1,200	5
Over 25 bush.....	1,200	
to 42 ".....	2,016	8
Over 42 ".....	2,016	
to 58 ".....	2,784	12
Over 58 ".....	2,784	
to 75 ".....	3,600	16
Over 75 ".....	3,600	
to 92 ".....	4,416	20
Over 92 ".....	4,416	
to 108 ".....	5,184	24
Over 108 ".....	5,184	
to 125 ".....	6,000	28
Over 125 ".....	6,000	
to 142 ".....	6,816	32
Over 142 ".....	6,816	
to 158 ".....	7,584	36

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 3, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with sections 15 (R), (T) 110, (2); and 112; of the Canada Grain Act, 1930.

MAXIMUM TARIFF OF CHARGES AND RULES AND REGULATIONS
FOR LICENSED COUNTRY ELEVATORS, FOR THE
CROP YEAR ENDING AUGUST 31, 1931

MAXIMUM TARIFF OF CHARGES

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of the Canada Grain Act, 1930:—

Maximum Rates—Special Bin Grains:

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3 cents) per bushel for Flax, two and one-half cents (2½ cents) per bushel for Wheat, Barley and Rye, and one and three-quarter cents (1¾ cents) per bushel for Oats.

Graded Storage and Subject to Grade and Dockage Grain:

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track no elevator shall charge more than three cents (3 cents) per bushel for Flax, two cents (2 cents) per bushel for Wheat, Barley and Rye and one and three-quarters cents ($1\frac{3}{4}$ cents) per bushel for Oats. Storage not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($1/30$ cent) per bushel.

Cleaning:

The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2 cents) per bushel.

Shrinkage:

No elevator shall take more than the allowance for shrinkage, waste in handling, storing and transmitting the grain to a terminal than the weight in pounds set forth in the shrinkage table as authorized and declared to form part of the tariff and Rules and Regulations for Country Elevators.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

Such shrinkage table shall be placed conspicuously in all licensed Country Elevators for free inspection of the public.

Dockage on Cash or Stored Grain:

No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

General:

When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow, and ice, may be handled subject to agreement between the owner of the grain and the operator.

RULES AND REGULATIONS:

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place, a diagram to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge, or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

6. No license will be granted for the operation of any country elevator the agent or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after license has been granted such license will be subject to immediate cancellation.

7. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue the grade offered by the elevator owner or operator to the owner of the grain.

8. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

9. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

10. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain. The warehouseman shall be the custodian of the receptacle and of the sample.

11. In the case of subject to grade and dockage grain, a fair and proper sample of at least 2 quarts shall then be drawn in the presence of the owner of the grain from such receptacle and forwarded in a suitable receptacle properly tied and sealed, and marked "Subject to Inspector's Grade and Dockage" to the Chief Inspector of Grain, and shall be accompanied by a request in writing of either or both parties aforesaid that the Chief Inspector will examine the sample and report on the grade and dockage the grain is in his opinion entitled to, and would receive if shipped to a terminal point and subjected to an official inspection.

12. After receiving the inspector's judgment, showing the grade and dockage the elevator operator shall in the case of cash tickets make settlement on the basis of the grade and dockage given by the Chief Inspector, and shall, in the case of subject to grade and dockage tickets, issue graded storage tickets showing the grade and dockage as given by the Chief Inspector for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original subject to grade and dockage tickets, after which the grain shall be subject to the rules and regulations covering graded stored grain.

13. Notwithstanding any regulation provided in paragraphs five and six of these regulations, if the identity of the grain has been preserved even though Subject to Grade and Dockage tickets may have been issued therefor, if agreeable to the owner, the grain then may be handled in accordance with the provisions of the Canada Grain Act and Rules and Regulations relating to the special binning of grain in country elevators.

14. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp, or wet, and the elevator operator marks such ticket or tickets; "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the Chief Inspector, it will still grade "tough, damp, or wet."

15. If the elevator operator fails at any time to draw and preserve such sample in the manner stated herein, the owner or operator must account to the owner of the grain for the grade designated by the said owner.

16. When submitting samples of grain to the Chief Inspector, elevator operators must have such samples properly marked either "Special Bin" or "Subject to Inspector's Grade and Dockage" as the case may be.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER, *Secretary.*

REGULATION No. 4, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg, on the twelfth day of September, 1930, the said board did make a regulation as set out hereunder, in accordance with section 15 (f) of the Canada Grain Act, 1930.

INSPECTION OF SAMPLES TAKEN OTHER THAN AT AN INSPECTION POINT

1. Any producer, holder of, or person, or persons interested in any grain may submit to the Chief Inspector, or to the inspector in charge at any inspection point of the Board of Grain Commissioners at any time, a sample of such grain which has been taken otherwise than at an inspection point, provided always that such sample is forwarded in accordance with these regulations.

2. The sample must consist of two pounds of the grain which the sample represents and the sample shall be taken in such a manner as to ensure that an average and representative sample of the whole is secured.

3. Samples must be forwarded in cotton bags or tin containers with shipping tag attached and plainly addressed to the Chief Inspector or Grain Inspector in charge at any inspection office maintained by the Board of Grain Commissioners, with carrying charges fully prepaid.

4. Not more than one sample may be enclosed in one container.

5. All samples must bear on the shipping tag attached to the container or in an accompanying letter, the name and post office address of the party or parties to whom advice as to the grade of the sample is to be forwarded, and each sample must bear on the shipping tag a distinguishing number or other mark of identification. The same mark of identification must not be used by a shipper on more than one sample during the season.

6. When it is the wish of the shipper that the Inspection Department shall make a test as to condition of any sample, the sample or a portion of the sample, not less than eight ounces in weight, must be forwarded in a metal air-tight container. This sample should be placed in the air-tight container immediately the sample is taken from the bulk of the grain which the sample represents.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER, *Secretary.*

REGULATION No. 5, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (r) and 134, of the Canada Grain Act, 1930.

MAXIMUM TARIFF OF TERMINAL ELEVATOR CHARGES AT FORT WILLIAM AND PORT ARTHUR TERMINALS FOR THE CROP YEAR ENDING AUGUST 31, 1931

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930:—

ELEVATION CHARGES

On straight grade, tough, damp or wet grain receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

Flax...	2 cents per bushel
Rye...	1½ cents per bushel
Wheat, oats and barley...	1¼ cents per bushel

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored it will only be at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grain handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2 cents) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3 cents) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-thirtieth of one cent ($\frac{1}{30}$ cent) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days, two-thirtieths of one cent ($\frac{2}{30}$ cent) per hundred pounds.

On screenings, storage including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-tenth of one cent ($\frac{1}{10}$ cent) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste, a return will be made for the balance of screenings.

On wheat carrying a dockage containing three and one-half per cent ($3\frac{1}{2}\%$) wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}\%$) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—no charge.

Over 5 per cent and up to 10 per cent, oats and barley—one cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—one and one-half cent ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—one and one-half cent ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—no charge.

Over 5 per cent and up to 10 per cent—one and one-half cents (1½c.) per bushel.

Over 10 per cent rye—two cents (2c.) per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

On damp or wet grain—five cents (5c.) per bushel.

On tough grain—three cents (3c.) per bushel.

Allowance for Invisible Loss and Shrinkage on All Cars

Wheat	30 pounds per car
Oats	50 pounds per car
Barley	50 pounds per car
Mixed grain	50 pounds per car
Rye	56 pounds per car
Flax	56 pounds per car

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expenses in handling and unloading car—five dollars (\$5) per bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the board of any terminal elevator, the above tariff may be reduced in so far as that elevator is concerned, but such reduced charges must apply to all grain received at such elevator during the crop year 1930-31.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MCGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER, Secretary.

REGULATION No. 6, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twelfth day of September, 1930, the said board did make the Regulations as set out hereunder, in accordance with section 15 (r) and 134, of the Canada Grain Act, 1930.

MAXIMUM TARIFF OF CHARGES GOVERNMENT INTERIOR TERMINAL ELEVATORS AT SASKATOON, MOOSE JAW, CALGARY AND EDMONTON FOR THE CROP YEAR ENDING AUGUST 31, 1931

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930:—

ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one cent (1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract, except that from November 1 to April 1 tough grain will be received and stored under the terms and conditions applying to straight grade grain.

On mixed grains handled as mixture, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, one and one-half cents (1½c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days, one and one-half cents (1½c.) per bushel.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days, one-sixtieth of one cent (1/60c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-thirtieth of one cent ($1/30c.$) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($1/10c.$) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing three and one-half per cent ($3\frac{1}{2}\%$) wild oats, a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste.

On oats and barley carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}\%$) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3%—no charge.

Dockage 3% to 5% inclusive—one-half cent ($\frac{1}{2}c.$) per bushel.

Dockage $5\frac{1}{2}\%$ to 10%—one cent (1c.) per bushel.

Dockage over 10%—one and one-half cents ($1\frac{1}{2}c.$) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}c.$) per bushel.

On oats, barley and rye, for removal of dockage other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—no charge.

Over 5 per cent and up to 10 per cent, oats and barley,—one cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent rye—one and one-half cents ($1\frac{1}{2}c.$) per bushel.

Over 10 per cent, oats and barley—one and one-half cents ($1\frac{1}{2}c.$) per bushel.

Over 10 per cent rye—two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. Cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10% (Domestic Grain)—three cents (3c.) per 100 pounds.

Dockage over 10% and up to 15%—four cents (4c.) per 100 pounds.

Dockage over 15%—five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On Flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—
Up to and including 5 per cent—no charge.
Over 5 per cent and up to 10 per cent—one and half cents (1½c.) per bushel.
Over 10 per cent (2c.) two cents per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, Five cents (5c.) per one hundred pounds.
On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

On tough grain—three cents (3c.) per bushel.
On damp or wet grain—five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on All Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat	30 pounds per car
Oats	50 pounds per car
Barley	50 pounds per car
Mixed grain	50 pounds per car
Rye	56 pounds per car
Flax	56 pounds per car

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading car, five dollars (\$5) per bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

SACKING GRAIN

Sacking grain and loading to cars or other vehicles will be subject to rate agreed upon.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will be only received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the board of any terminal elevator, the above tariff may be reduced in so far as that elevator is concerned, but such reduced charges must apply to all grain received at such elevator during the crop year 1930-31.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.
(Signed) D. A. MCGIBBON,
Commissioner.
(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER, Secretary.

REGULATION No. 7, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the Regulation as set out hereunder, in accordance with section 15 (r) and 134 of the Canada Grain Act, 1930.

MAXIMUM TARIFF OF CHARGES TERMINAL ELEVATORS WEST
OF CALGARY, ALTA., FOR THE CROP YEAR ENDING
AUGUST 31, 1931

Subject to the capacity of the elevator and the nature of its equipment shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1930.

ELEVATION CHARGES

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

Flax—two cents (2c.) per bushel.

Rye—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Wheat, oats and barley—one and one-quarter cents ($1\frac{1}{4}$ c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused, if received and stored it will only be at the owners risk of deterioration and under special contract except that tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act.

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days, three cents (3c.) per hundred pounds.

STORAGE CHARGES

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof after the first fifteen days, one-thirtieth of one cent ($1/30$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, two-thirtieths of one cent ($2/30$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days, one-tenth of one cent ($1/10$ c.) per hundred pounds.

SCREENINGS

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing three and one-half per cent ($3\frac{1}{2}$ %) wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts of shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Department in accordance with sample tests which shall be made in such manner and when deemed necessary by said Department.

CLEANING CHARGES

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

- Dockage under 3%—no charge.
- Dockage 3% to 5% inclusive—one-half cent ($\frac{1}{2}$ c.) per bushel.
- Dockage 5½% to 10%—one cent (1c.) per bushel.
- Dockage over 10%—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half of one cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

- On all cars carrying a dockage of:—
 - Up to and including 5 per cent—no charge.
 - Over 5 per cent and up to 10 per cent, oats and barley—one cent (1c.) per bushel.
 - Over 5 per cent and up to 10 per cent rye—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.
 - Over 10 per cent, oats and barley—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.
 - Rye—two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. Cars) computed on the gross weight of the car additional separating charges as follows:—

- Dockage up to 10% (Domestic Grain)—three cents (3c.) per 100 pounds.
- Dockage over 10% and up to 15%—four cents (4c.) per 100 pounds.
- Dockage over 15%—five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as “Flax and Broken Wheat.”

On flax for removal of dockage, other than domestic grain there will be cleaning charges as follows:—

- On flax carrying a dockage of:—
 - Up to and including 5 per cent—no charge.
 - Over 5 per cent and up to 10 per cent—one and one-half cents ($1\frac{1}{2}$ c.) per bushel.
 - Over 10 per cent—two cents (2c.) per bushel.

SPECIAL SEPARATIONS

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car, five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

DRYING CHARGES

- On tough grain—three cents (3c.) per bushel.
- On damp or wet grain—five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on All Cars

Wheat	30 pounds per car
Oats	50 pounds per car
Barley	50 pounds per car
Mixed grain	50 pounds per car
Rye	56 pounds per car
Flax	56 pounds per car

ALL CHARGES

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage, on net weights.

All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever, must be paid before shipment.

BULKHEADS

On bulkheads for their removal and other additional expense in handling and unloading cars, \$5 for each bulkhead.

UNLOADING SACKED GRAIN

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

SACKING GRAIN

For sacking grain the following charges will be made:—

1½c. per bushel on sacks not exceeding 125 pounds.

2c. per bushel on sacks not exceeding 160 pounds.

2½c. per bushel on sacks not exceeding 220 pounds.

For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of screenings will be done only when conditions warrant it, and the Superintendents of such terminal elevators will be the sole judge of this.

Sacks and twine to be furnished by the shipper or supplied at his expense. In case of machine sewing, one-half of one cent (½c.) per sack will be charged for twine.

STENCILLING

For sacking grain the following charges will be made for stencilling.

One-half cent (½c.) per sack.

PREPARING CARS FOR LOADING

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

UNSPECIFIED GRAIN

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Upon the application to the board of any public or semi-public terminal elevator, the above tariff may be reduced in so far as that elevator is concerned but such reduced charges must apply to all grain received at such elevator during the crop year 1930-31.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER, *Secretary.*

REGULATION No. 8, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (t) and section 138 (6) of the Canada Grain Act, 1930:

INSPECTION AND GRADING OF GRAIN AFTER TREATMENT

When grain which has been inspected into a public, or semi-public elevator with a grade other than 1 Hard, 1, 2 or 3 Northern by reason of its condition or otherwise has been treated, the Chief Inspector may, upon the request of the operator or manager, inspect such grain in such a manner as he may determine and he may issue therefor an inspection certificate for the grade to which such grain shall then belong by reason of its treatment, which grain shall then be binned according to its grade.

The Chief Inspector shall also, in conjunction with this inspection, issue a transfer certificate for a similar quantity and grade of grain, a copy of which certificate shall be sent to the registrar and to the statistician, who will record the transaction in their books.

Upon the completion of this transaction, the operator or manager of the elevator may issue warehouse receipts for such quantity and grade on his cancelling a like quantity of the grades which have been treated.

Signed this twelfth day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 9, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on Tuesday, the twenty-third day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 110 (2) and (3) of the Canada Grain Act, 1930.

STORING OF AND SUBMISSION FOR EXAMINATION OF COUNTRY
ELEVATOR SAMPLES OF SPECIAL BIN GRAIN

1. The receptacle or receptacles containing samples of Special Bin or subject to Grade and Dockage Grain, drawn in accordance with the Regulations of the board, shall, after being locked by the owner of the grain, be kept by the Warehouseman in a locked cabinet or storeroom, the key of which shall be kept by the Warehouseman.

2. On the request made to the manager of a country elevator, within fifteen (15) days after the receipt of the Inspection Certificate covering a shipment from a country elevator of Special Bin Grain, by the owner of the grain or his

agent who considers that the grade placed on his grain is not satisfactory, or who considers that the identity of his grain has not been preserved, both parties thereupon shall forward, charges prepaid and properly sealed, to the Chief Grain Inspector, the receptacle containing the sample taken at the time of the receipt of the grain in the country elevator. The owner of the grain shall forward, under separate cover, to the Chief Inspector, the key of the lock placed on the receptacle. The manager of the elevator shall inform the Chief Inspector by letter that the sample is being forwarded and shall request him to compare the sample forwarded with the sample taken by the Inspection Department from the car at the time of inspection and to state whether, in his opinion, the identity of the grain has been preserved.

3. The Chief Inspector shall compare the two samples of grain and advise the Manager of the elevator and the owner of the grain of his opinion as to whether or not the identity of the grain has been preserved. In cases where the Chief Inspector is of the opinion that the identity has not been preserved, he shall inform the parties concerned of the grade of the sample forwarded from the elevator.

4. If, after the receipt of this advice from the Chief Inspector, the owner of the grain and the manager of the elevator cannot come to an amicable settlement, a complaint shall be made to the Board by either of the parties concerned and the Board shall make an order for settlement.

5. The Chief Inspector shall preserve both the elevator sample and the sample drawn at the time of inspection, *for such period of time* as he considers necessary and convenient.

Signed this twenty-third day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 10, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on Tuesday, the twenty-third day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 112 of the Canada Grain Act, 1930.

PROCEDURE FOR FORWARDING TO AND EXAMINATION AND INSPECTION BY THE CHIEF INSPECTOR OF SAMPLES OF GRAIN RECEIVED IN COUNTRY ELEVATORS, SUBJECT TO INSPECTOR'S GRADE AND DOCKAGE

1. The owner of the grain and the manager or operator of the country elevator shall jointly forward the sample to the Chief Inspector.

2. On receipt of samples of grain from the manager or operator of a country elevator, or the owner of the grain, with advice as to the names of the elevator and the owner of the grain and that such grain has been received at the elevator subject to inspector's grade and dockage, the Chief Inspector shall, as soon as

practical, examine such sample or samples of grain and shall make out, in writing, a statement of his decision and shall transmit a copy thereof by mail to each of the parties to the disagreement, preserving the original together with the sample on file in his office.

3. The decision of the Chief Inspector in such cases shall be conclusive.

Signed this 23rd day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 11, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twenty-third day of September, 1930, the said board did make the regulation set out hereunder in accordance with section 15 (h) and 48, of the Canada Grain Act, 1930.

PROCEDURE FOR APPEALS FROM INSPECTING OFFICERS TO GRAIN APPEAL TRIBUNALS

1. The freshly drawn or unload sample, if any, shall be placed before the Appeal Tribunal to examine and assign the proper grade.

2. When forwarding samples to the Appeal Tribunal the Inspecting Officer shall inform the Secretary of the Appeal Tribunal of the initial and car number of the car from which the sample was taken, the grade assigned to the sample by the Inspecting Officer and, in cases of samples taken at unloading, the name and location of the elevator where the car is being or has been unloaded.

3. The results of all appeals to Appeal Tribunals shall immediately be notified by the Secretary of the Appeal Tribunals to the Inspecting Officer who submitted the sample or samples to the Appeal Tribunal. The Inspecting Officer will then immediately advise the principal Inspecting Officer at the terminal point who will advise the operator at the elevator where the car is being or has been unloaded.

4. The Secretary of the Appeal Tribunal shall notify the Statistician of the Board of Grain Commissioners daily of all changes made in grade and/or dockage by the Appeal Tribunal stating the initial and number of the car which the sample represents, the grade assigned by the Inspecting Officer, the grade assigned by the Appeal Tribunal, and when known, the name of the elevator where the car is being or has been unloaded.

5. In cases where the identity of the grain has not been preserved appeals from the decision of the Inspecting Officer to the Appeal Tribunals may be made within thirty (30) days from date of unloading, if, at unloading a sample of the grain was taken by means of an automatic sampler, and such sample has been preserved. Applications for such appeals shall only be made by the owner of the grain or his agent in whose possession the grain is at the time of the application.

In all other cases where the identity of the grain has not been preserved and a sample was not taken at the time of unloading by means of an automatic sampler, no appeal shall be entertained except with the express authority of the board.

6. When in cases where the identity of the grain has not been preserved changes in grade and/or dockage are made as the result of an appeal to a Grain Appeal Tribunal, advice of such change will be given by the Inspecting Officer who submitted the sample or samples to the Appeal Tribunal to the principal inspecting officer at the terminal point who will then advise the operator of the elevator where the grain was unloaded. The elevator operator will issue a corrected outturn.

The principal Inspecting Officer at the terminal point will advise the Deputy Registrar of all such changes and on the presentation for cancellation of the original warehouse receipt, a corrected warehouse receipt will be registered by the Deputy Registrar.

7. No application for appeal to a Grain Appeal Tribunal can be considered after the Warehouse Receipt has been surrendered to the Registration Department for cancellation.

8. In all cases where any changes are made as the result of an Appeal to a Grain Appeal Tribunal Inspection records will be corrected accordingly and corrected certificates issued bearing the date on which the change was made.

9. Every application for appeal to a Grain Appeal Tribunal shall be accompanied by a fee of Three Dollars (\$3).

When the decision of the Inspecting Officer is upheld by the Grain Appeal Tribunal this fee shall be retained by the Board of Grain Commissioners.

In cases where the decision of the Inspecting Officer is not upheld the fee shall be returned to the applicant.

Signed this twenty-third day of September, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 12, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the second day of October, 1930, the said board did make the regulation as set out hereunder, in accordance with sections 15 (o) and 113, of the Canada Grain Act, 1930.

INTERIM ELEVATOR RECEIPT FOR GRAIN STORED AT A PUBLIC COUNTRY ELEVATOR FOR CLEANING

When grain is stored in a public country elevator for cleaning under section 113 of the Canada Grain Act, 1930, until such time as it can be cleaned, the elevator operator or manager shall issue in respect therefor a Special Bin Ticket (Form No. 1, Schedule Three of the Canada Grain Act, 1930) surcharged.

"To be cleaned before being shipped."

After the grain is cleaned such ticket shall be surrendered by the holder thereof to the operator or manager who shall then issue such ticket or tickets as may be requested or the circumstances determine.

Signed this second day of October, 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) C. M. HAMILTON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

REGULATION No. 13, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held in Winnipeg on the second day of December, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (g) of the Canada Grain Act, 1930:—

FEES

The following fees shall be payable for the various services performed by the officers and employees of the board, and shall be paid on demand by the party or parties specified hereunder:—

INSPECTION OF GRAIN

In Carload Lots—One Dollar (\$1) per car

Payable by the railway company in whose possession the grain is at the time of inspection, except that the fees for cars arriving at Vancouver, originating on lines other than the Canadian National or the Canadian Pacific Railways, shall be paid by the manager of the elevator at which the car is unloaded.

Fees for cars ex elevators at Fort William-Port Arthur and Vancouver, B.C., shall be paid by the manager of the elevator loading the grain.

Cargoes—One Dollar (\$1) per thousand (1,000) bushels

This fee shall be paid by the manager of the elevator loading the grain.

When a cargo certificate is surrendered with a request that it be split into certificates covering smaller denominations, a fee of ten cents (10 cents) per split will be charged. This fee shall be payable by the party or parties requesting the split.

Inspection after Treatment in Elevators

When inspection is requested in public or semi-public elevators on grain which has been treated for the purpose of binning with a straight grade of the first four (4) grades in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50 cents) per thousand bushels, payable by the manager of the elevator, will be charged.

Wagon or Truck Loads

When grain is delivered to or loaded out of terminal elevators at interior points or points in British Columbia, in wagon or truck loads, a fee at the rate of one dollar (\$1) per thousand bushels, with a minimum charge of ten cents (10 cents) will be charged. This fee is payable by the manager of the elevator receiving or loading out the grain.

Certificates on Unofficial Samples

On samples not officially drawn and on which an inspection certificate is requested, a fee of one dollar (\$1) per sample, payable at the time of inspection by the party or parties requesting the inspection, will be charged.

WEIGHING OF GRAIN

*In Car-load Lots—One Dollar (\$1) per car**Cargoes—One Dollar (\$1) per thousand (1000) bushels*

On cars unloaded at Fort William and Port Arthur, these fees shall be payable by the railway company in whose possession the grain is at the time of inspection.

On cars ex elevators at the Head of the Lakes and into and out of elevators at all inspection points west of Fort William, this fee shall be payable by the elevator company where the grain is weighed.

Fees for cargoes shall be payable by the manager of the elevator loading the grain.

Weigh-up

When weighing service is requested on weigh-up at semi-public or private terminal elevators, except on grain of the first four (4) grades shown in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50 cents) per thousand bushels, payable by the elevator company will be charged.

Weighing after Treatment

When grain which has been treated in a public or semi-public elevator is weighed in connection with the inspection for the purpose of binning with a straight grade of the first four (4) grades as shown in Schedule 1 of the Canada Grain Act, 1930, a fee of fifty cents (50 cents) per thousand bushels, payable by the elevator company, will be charged.

SPECIAL WEIGHING AND INSPECTION SERVICE

At all private, mill and manufacturing elevators where inspection and weighing services are required full time and the fees for such inspection and weighing services calculated at the above rates for inspection and weighing, as the case may be, do not cover the salaries paid by the board to the employees of the board for the time they are engaged at the elevator, such elevator shall be liable for the difference between the salaries so paid and the amount due calculated at the above rates.

Accounts shall be rendered and paid monthly. The excess cost of carrying out this arrangement shall be adjusted at the end of each crop year, namely August 31.

When casual weighing or inspection service is required at private, mill and manufacturing elevators, a charge of one dollar (\$1) per hour per employee who is engaged on this work, will be made.

CONDITION REPORTS

A fee of twenty-five cents (25c.) shall be paid by the applicant for each condition report requested.

UNLOAD SAMPLES

A fee of twenty-five cents (25c) to cover express charges shall be paid by the applicant for each unload sample requested to be forwarded to the primary inspection point for the purpose of reinspection or appeal in cases where the original grade placed on the sample is upheld on reinspection or appeal.

Signed this second day of December, A.D. 1930.

(Signed) E. B. RAMSAY,
Chief Commissioner.

(Signed) D. A. MACGIBBON,
Commissioner.

(Signed) J. RAYNER,
Secretary.

APPENDIX 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDING AUGUST 31, 1930—EASTERN AND WESTERN DIVISIONS

WESTERN DIVISION

Winnipeg—

Revenue—

Inspection fees	\$124,375 00
Weighing fees	15,132 16
Samples sold	8,515 31
Overtime	262 87
Refund express	660 91
Cargo certificates split	449 60
Condition reports	4,302 25
Sundries	42 76

\$ 153,740 86

Expenditure—

Salaries inspection	\$298,387 40
Salaries weighing	85,402 33
Rents inspection	24,958 00
Rents weighing	2,040 00
Sundries inspection	20,701 12
Sundries weighing	889 18

\$ 432,378 03

Deficit \$ 278,637 17

Keewatin—

Revenue—

Weighing fees	\$ 5,420 00
Overtime	15 00

\$ 5,435 00

Expenditure—

Salaries weighing	\$ 5,435 00
-------------------------	-------------

\$ 5,435 00

Kenora—

Revenue—Weighing fees	\$ 1,910 00
Overtime	182 00

\$ 2,092 00

Expenditure—Salaries weighing	\$ 2,092 00
-------------------------------------	-------------

\$ 2,092 00

Peterborough, Ont.—

Revenue—Weighing fees	\$ 2,455 00
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\$ 2,455 00

Expenditure—Salaries weighing	2,455 00
-------------------------------------	----------

\$ 2,455 00

Portage la Prairie—

Revenue—Weighing fees	\$ 3,123 50
Overtime	4 50

\$ 3,128 00

Expenditure—Salaries weighing	4,924 50
Expenses	1 50

\$ 4,926 00

Deficit \$ 1,798 00

Prince Rupert—

Revenue—

Inspection fees	\$ 341 00
Weighing fees	1,172 00
Samples sold	25 80

\$ 1,538 80

Expenditure—

Salaries inspection	\$ 4,567 50
Salaries weighing	4,070 00
Expenses inspection	49 60
Expenses weighing	85 00

\$ 8,772 10

Deficit \$ 7,233 30

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1930—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued**Transcona—*

Revenue—

Inspection fees	\$ 856 75	
Weighing fees	2,952 50	
Overtime	25 85	
	<hr/>	\$ 3,835 10

Expenditure—

Salaries inspection	\$ 1,402 72	
Salaries weighing	1,941 20	
	<hr/>	3,343 92

Surplus	\$ 491 18
-------------------	-----------

Saskatoon—

Revenue—

Inspection fees	\$ 17,755 00	
Weighing fees	8,735 00	
Samples sold	682 13	
Overtime	396 25	
	<hr/>	\$ 27,568 38

Expenditure—

Salaries inspection	\$ 44,574 87	
Salaries weighing	10,954 25	
Rent inspection	2,221 03	
Sundries inspection	4,374 86	
Sundries weighing	76 40	
	<hr/>	\$ 62,201 41

Deficit	\$ 34,633 03
-------------------	--------------

Moose Jaw—

Revenue—

Inspection fees	\$ 19,431 00	
Weighing fees	9,192 00	
Samples sold	1,273 99	
Overtime	308 75	
	<hr/>	\$ 30,205 74

Expenditure—

Salaries inspection	\$ 44,964 50	
Salaries weighing	8,996 85	
Rent inspection	1,499 00	
Sundries inspection	2,182 66	
Sundries weighing	38 35	
	<hr/>	57,681 36

Deficit	\$ 27,475 62
-------------------	--------------

Calgary—

Revenue—

Inspection fees	\$ 29,116 00	
Weighing fees	13,609 50	
Samples sold	1,525 08	
Sundries	86 00	
Overtime		
	<hr/>	\$ 44,336 58

Expenditure—

Salaries inspection	\$ 39,077 90	
Salaries weighing	19,657 32	
Rent inspection	2,506 60	
Sundries inspection	3,194 00	
Sundries weighing	107 50	
	<hr/>	64,543 32

Deficit	\$ 20,206 74
-------------------	--------------

Edmonton—

Revenue—

Inspection fees	\$ 23,646 00	
Weighing fees	5,468 50	
Samples sold	1,429 38	
Sundries	25	
Overtime	32 50	
	<hr/>	\$ 30,576 63

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1930—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Continued*

Edmonton—

Expenditure—

Salaries inspection	\$ 36,912 55	
Salaries weighing	6,847 50	
Rent inspection	4,652 50	
Sundries inspection	2,989 57	
Sundries weighing	68 50	
	<hr/>	51,470 62
Deficit		\$ 20,893 99

Vancouver—

Revenue—

Inspection fees	\$ 54,949 00	
Weighing fees	96,779 00	
Samples sold	982 27	
Overtime	193 50	
Sundries	19 00	
	<hr/>	\$ 152,922 77

Expenditure—

Salaries inspection	\$ 82,170 25	
Salaries weighing	62,140 18	
Rent inspection	360 00	
Sundries inspection	2,580 89	
Sundries weighing	985 15	
	<hr/>	148,236 47
Surplus		\$ 4,686 30

Superior, Wis.—

Revenue—

Inspection fees	\$ 671 00	
	<hr/>	\$ 671 00

Expenditure—

Salaries inspection	\$ 4,230 00	
Expenses	43 87	
	<hr/>	4,273 87

Deficit		\$ 3,602 87
---------------	--	-------------

Victoria—

Revenue—

Inspection fees	\$ 52 00	
Weighing fees	109 00	
	<hr/>	\$ 161 00

Expenditure—

Salaries inspection	\$ 160 00	
Salaries weighing	1,845 00	
	<hr/>	2,005 00

Deficit		\$ 1,844 00
---------------	--	-------------

Medicine Hat—

Revenue—

Inspection fees	\$ 6,189 21	
Weighing fees	6,890 00	
Overtime	94 00	
Samples sold	61 20	
	<hr/>	\$ 13,234 41

Expenditure—

Salaries inspection	\$ 5,294 30	
Salaries weighing	6,984 00	
Rent inspection	300 00	
Sundries inspection	305 58	
Sundries weighing	202 05	
Printing and stationery	148 48	
	<hr/>	\$ 13,234 41

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1930—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued**Fort William—*

Revenue—

Inspection fees	\$194,984 20	
Weighing fees	329,826 50	
Samples sold	3,455 55	
Cargo certificates split.....	11 00	
Overtime	6,895 63	
Sundries	1 82	
		\$ 535,174 70

Expenditure—

Salaries inspection	\$338,662 64	
Salaries weighing	296,118 29	
Rent inspection	9,402 60	
Rent weighing	2,992 08	
Sundries inspection	10,731 26	
Sundries weighing	4,816 87	
		662,723 74

Deficit \$ 127,549 04

Appeal Boards—

Revenue—

Appeal fees, Winnipeg	\$ 907 50	
Appeal fees, Calgary	936 00	
Appeal fees, Edmonton	915 00	
		\$ 2,758 50

Expenditure—

Salaries Winnipeg	\$ 6,750 00	
Salaries Calgary	4,300 00	
Salaries Edmonton	4,300 00	
Rent Winnipeg	540 00	
Rent Calgary	336 36	
Rent Edmonton	650 00	
Sundries Winnipeg	127 50	
Sundries Calgary	106 79	
Sundries Edmonton	71 20	
		17,181 85

Deficit * \$ 14,423 35

Summary—Western Division—

Revenue—

Inspection fees	\$472,366 16	
Weighing fees	502,774 66	
Samples sold	17,950 71	
Overtime	8,496 85	
Refund express	660 91	
Cargo certificates split	460 60	
Registration fees	16,056 12	
License fees	30,750 00	
Appeal fees	2,758 50	
Condition reports	4,302 25	
Sundries	63 83	
		\$1,056,640 59

Expenditure—

Inspection salaries	\$900,404 63	
Inspection expenses	93,053 14	
Inspection printing and stationery.....	7,718 61	
Weighing salaries	519,863 42	
Weighing expenses	12,302 58	
Weighing printing and stationery	3,783 23	
Appeal Board salaries	15,350 00	
Appeal Board expenses	1,831 85	
Registration salaries	16,685 26	
Registration expenses	2,780 47	
Registration printing and stationery ..	76 40	
Grain research laboratory salaries ..	30,267 61	
Grain research expenses	21,442 42	
Grain research capital expenditure ..	17,222 90	
Grain research printing and stationery ..	2,891 34	
Western Grain Standards Board	8,716 56	
Grain Commission salaries	143,370 55	

TRADE AND COMMERCE

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1930—EASTERN AND WESTERN DIVISIONS—*Concluded*WESTERN DIVISION—*Concluded**Summary—Western Division—Concluded*Expenditure—*Concluded*

Grain Commission expenses.....	27,021 32	
Grain Commission printing and stationery	6,181 69	
General expenses, sundries	6,451 35	
		<u>1,837,415 33</u>

Deficit \$ 780,774 74

EASTERN DIVISION

Montreal—

Revenue—

Inspection fees	\$ 18,830 96	
Sampling fees	8,399 12	
Samples sold	437 52	
Overtime	464 40	
Cargo certificates split	1,084 80	
Sundries	472 03	
		<u>\$ 29,688 83</u>

Expenditure—

Salaries	\$ 29,459 75	
Rent	2,313 00	
Sundries	2,307 45	
Printing and stationery	163 73	
		<u>34,243 93</u>

Deficit \$ 4,555 10

Toronto—

Revenue—

Inspection fees	\$ 718 00	
Sampling fees	384 55	
Samples sold	53 90	
Sundries	4 15	
		<u>\$ 1,160 60</u>

Expenditure—

Salaries	\$ 4,950 50	
Rent	660 00	
Sundries	465 41	
Printing and stationery	11 59	
		<u>6,087 50</u>

Deficit \$ 4,926 90

Eastern Standard Board—

Expenditure—Sundries \$ 346 60

Summary—

Montreal—Deficit	\$ 4,555 10
Toronto—Deficit	4,926 90
Cost of Eastern Standard Board	346 60

Total deficit \$ 9,828 60

Summary—Eastern and Western Divisions—

Eastern Division—Deficit	\$ 9,828 60
Western Division—Deficit	780,774 74

Total deficit \$ 790,603 34

THE DEPARTMENT OF TRADE AND COMMERCE, CANADA
HON. H. H. STEVENS, M.P., MINISTER
F. C. T. O'HARA, DEPUTY MINISTER

PROTEIN SURVEY MAP (Showing Individual Points) of WESTERN CANADA

GRADES 1 HARD, 1-2-3 NORTHERN
1930-31 Crop Year Edition
BOARD OF GRAIN COMMISSIONERS
GRAIN RESEARCH LABORATORY

F. J. BIRCHARD
Chemist in Charge

Different colors on either side of a railway line
indicate the prevailing range in protein content
for that particular district.

KEY

Color	Protein Content %
XXXXXXXXXX	18 to 18.9
XXXXXXXXXX	17 to 17.9
XXXXXXXXXX	16 to 16.9
XXXXXXXXXX	15 to 15.9
XXXXXXXXXX	14 to 14.9
XXXXXXXXXX	13 to 13.9
XXXXXXXXXX	12 to 12.9
XXXXXXXXXX	11 to 11.9
XXXXXXXXXX	10 to 10.9
XXXXXXXXXX	Less than 10

MAXIMUM, MINIMUM AND AVERAGE PROTEIN CONTENT BY GRADES AND PROVINCES

Province of Manitoba

Grade	No. of Samples Tested	Max %	Protein Min %	Avg. %
1 Hard	22	16.0	11.0	13.2
1 Nor.	568	15.8	8.8	12.3
2 Nor.	781	15.5	8.0	11.1
3 Nor.	188	15.1	9.2	11.2

Province of Saskatchewan

1 Hard	284	16.5	9.8	14.3
1 Nor.	2652	20.5	9.0	14.1
2 Nor.	2167	17.9	7.7	12.6
3 Nor.	662	17.8	8.0	12.4

Province of Alberta

1 Hard	229	17.2	11.4	14.1
1 Nor.	802	18.4	10.3	14.2
2 Nor.	1235	21.1	8.0	13.0
3 Nor.	481	18.5	7.9	12.8
	10071			

PROTEIN DISTRIBUTION

Table I

Proportion of Samples Tested %	Range in Protein Greater than %
98.9	9.0
94.3	10.0
85.3	11.0
70.9	12.0
53.4	13.0
36.1	14.0
19.0	15.0
7.3	16.0
1.3	17.0
0.1	18.0

Table II

Proportion of Samples Tested %	Range in Protein %
1.1	8.9-lower
1.6	9.9-9.9
9.0	10-10.9
14.4	11.1-11.9
17.5	12.1-12.9
17.1	13.1-13.9
17.1	14.1-14.9
11.7	15.1-15.9
6.0	16.1-16.9
1.2	17.1-17.9
0.1	18-Over

All results computed to a 13.5% moisture basis

Protein survey map.
of Western Canada.

To accompany
Annual report
of the

Board of Grain Commissioners
1930

CAI DA 12
A56

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1931



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1932

TABLE OF CONTENTS

	PAGE
REPORT OF THE BOARD—	
Country Elevator Overages.....	5
Committees on Grain Standards.....	6
Grain Appeal Tribunals.....	8
Country Meetings.....	9
Country Elevator Inspection.....	10
Commission on Trading in Grain Futures.....	11
Audit: Terminal Elevators.....	11
Distribution of the Wheat Bonus.....	13
 APPENDICES:—	
No. 1. Report of Secretary.....	15
(a) Complaints.....	16
(b) Prosecutions.....	17
(c) Defaults.....	17
(d) Cars out of turn.....	18
(e) Licences issued 1930-31.....	18
(f) Summary of licences issued past twenty years.....	20
(g) Elevators and Storage Capacity.....	21
(h) Comparative Summary of Elevators for past twenty years.....	22
(i) Grain Loading Platforms.....	22
(j) Report of Statistician.....	22
(k) Summary of Annual Weighup—Terminal Elevators.....	28
(l) Sessions held by Board.....	31
(m) Statement of Staff.....	32
No. 2. Report of Registrar.....	32
3. Report of Chief Inspector.....	34
4. Report of Chief Weighmaster.....	42
5. Report of General Manager of Canadian Government Elevators.....	53
6. Report of Grain Research Laboratory.....	54
7. Revenue and Expenditure.....	55
8. Report of Wheat Bonus Branch.....	65
9. Rulings <i>re</i> Wheat Bonus.....	66
10. Regulations of the Board.....	68

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 19, 1932.

Hon. H. H. STEVENS,
Minister of Trade and Commerce,
Ottawa.

SIR,—As required in section 23 of the Canada Grain Act, we have the honour to report to you on the administrative problems which have confronted the board during the past calendar year.

The year under review includes the completion of the first crop year under the present statute to which reference was made in our last annual report, and it is now possible to arrive at a judgment as to the practicability of the legislation.

We are of the opinion that the principle embodied in this Act meets generally with the approval of Western public opinion representing as it does a fair compromise between two schools of thought and the terms of the legislation have proved to be practical and have in no way interfered with the conduct of the grain business in its major aspects.

The legislation in regard to terminal elevators has clarified the position of their warehouse receipts which has undoubtedly had a beneficial effect upon finance and bonding arrangements.

The method prescribed by the Act, of dealing by regulation with the detail of the business under administration has proved to be flexible and satisfactory and eliminates the necessity of constantly amending the Act to meet the situations which are very often seasonal.

Having due regard to the wide-flung ramifications of the Grain Trade in Canada and the detail in which it is administered the provisions of the statute have been observed with extraordinary faithfulness by the various interests engaged therein. We are of the opinion that the general public is in receipt of service of a high order in the handling of grain.

The statute has developed no apparent weakness so far and the various provisions have worked out satisfactorily.

COUNTRY ELEVATOR OVERAGES

This question received some prominence during the year owing to the inquiry conducted by the Williams Royal Commission appointed for the Manitoba Government.

The board went very fully into the whole question and had a thorough examination made of the records of all Public Country Elevators without, however, being able to discover weighing practices which might be termed vicious. We have drawn to the attention of all licensees the points on their particular systems where overages were in excess of the legal maximum and required an explanation of the same.

The majority of these explanations were satisfactory and where not completely so, the board has required the registration of the agent's name in order that his future actions may have specific attention.

The board are fully aware of the difficulties not only of determining the actual overage at a country elevator but also the problem the licensee has to

administer a line of them. The board's policy has therefore been not to create hardship by a ready acceptance of the belief that intent to defraud was present with an overage, in view of the fact that as a whole overages for the year under review were under one-half of one per cent but rather to bring pressure to bear to assure an improvement in the service to the public with the rapid elimination of buyers with a bad record of overages over two or three seasons.

There are, however, two points which we would stress particularly:—

1. That shortages at certain country elevators do not justify the existing of overages at other points.
2. That grade losses do not justify overages in weights.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1931-32 were constituted by the Board in accordance with section 25 of the Canada Grain Act, 1930, as follows:—

COMMITTEE ON WESTERN GRAIN STANDARDS

- | | |
|---|---|
| E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners. | |
| D. A. MacGibbon, Commissioner, Board of Grain Commissioners. | |
| C. M. Hamilton, Commissioner, Board of Grain Commissioners. | |
| J. D. Fraser, Chief Inspector, Board of Grain Commissioners. | |
| George Serls, Chairman, Grain Appeal Tribunal, Winnipeg. | |
| George Hill, Chairman, Grain Appeal Tribunal, Calgary. | |
| C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton. | |
| Dr. F. J. Birchard, Chemist in charge, Grain Research Laboratory. | |
| L. H. Newman, Dominion Cerealist. | |
| H. Sellers, representing the millers. | |
| George Bennett, | } representing Grain Growers in Alberta. |
| W. H. Fairfield, | |
| C. C. Gillis, | |
| W. McLeod, | |
| J. D. Read, | } representing Grain Growers in Saskatchewan. |
| Dean A. M. Shaw, | |
| J. Wellbelove, | |
| A. E. Wilson, | |
| W. Wright, | |
| Dr. G. P. McRostie | } representing Grain Growers in Manitoba. |
| P. V. Wright, | |
| D. A. Kane, | |
| K. Campbell, representing Grain Growers in British Columbia. | |
| C. J. Drake, Secretary. | |

COMMITTEE ON EASTERN GRAIN STANDARDS

- D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing the Montreal Board of Trade.
 E. D. Sullivan, representing the Toronto Board of Trade.
 T. A. Climo, representing the exporters of grain.
 C. H. G. Short and J. J. Page, representing millers of wheat in the Eastern Division.
 H. A. Gilroy and W. A. Amos, representing Grain Growers in Ontario.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 J. M. Vittie, additional.
 G. E. McConney, additional.
 F. D. Tolchard, Secretary, Toronto.
 H. C. Beatty, Secretary, Montreal.

Meetings of these committees were convened by the Board as follows:—

Western Committee at Winnipeg—October 15, 1931.

Eastern Committee at Toronto—November 20, 1931.

Eastern Committee at Montreal—November 23, 1931.

Western Committee

This committee at the meeting held in Winnipeg on October 15 and 16, 1931, selected and settled standard samples of the following statutory grades:—

Wheat—

Manitoba 1 Hard,
Manitoba 1 Northern,
Manitoba 2 Northern,
Manitoba 3 Northern,
Manitoba 4 Northern,
1 C.W. Amber Durum,
2 C.W. Amber Durum,
3 C.W. Amber Durum,
1 C.W. White Spring,
2 C.W. White Spring.

Barley—

No. 2 C.W. Two Row,
No. 3 Extra C.W. Two Row,
No. 3 C.W. Six Row,
No. 3 Extra C.W. Six Row,
No. 2 C.W. Trebi,
No. 3 Extra C.W. Trebi,

Barley.—Con.

No. 3 C.W.,
No. 4 C.W.,
No. 5 C.W.

Oats—

No. 1 C.W. White,
No. 2 C.W. White,
No. 3 C.W. White,
Extra 1 Feed,
1 Feed,
2 Feed.

Rye—

No. 1 C.W.,
No. 2 C.W.,
No. 3 C.W.

Flax—

No. 1 C.W.

This committee also selected and settled standard export samples of Spring wheat for the first five grades specified in Schedule 1 of the Canada Grain Act, 1930, viz:—

No. 1 Manitoba Hard, No. 1 Manitoba Northern, No. 2 Manitoba Northern, No. 3 Manitoba Northern, No. 4 Manitoba Northern, and for No. 5 wheat (Commercial grade).

The following resolution was passed at this meeting:—

“That this Western Committee on Grain Standards recommend that after the 31st of July, 1932, Garnet wheat shall not be graded in the first four grades of Red Spring wheat as specified in schedule 1 of the Canada Grain Act, 1930, and further recommend that the following grades be established:—

No. 1 C.W. Garnet wheat,
No. 2 C.W. Garnet wheat,
No. 3 C.W. Garnet wheat,

and that any Garnet wheat that cannot be assigned to these grades on account of special characteristics shall be graded No. 4 Northern or in the Commercial grades of Red Spring wheat according to the standards established for such grades.”

The committee delegated the naming and defining of any further commercial grades and the selection and settlement of the standard samples thereof to a sub-committee of its members, the personnel of which sub-committee was as follows:—

C. M. Hamilton, Commissioner, Board of Grain Commissioners.
J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
F. J. Birchard, Chemist in charge, Research Laboratory.

George Serls, Chairman, Grain Appeal Tribunal, Winnipeg.

D. A. Kane and
A. E. Wilson, } representing the growers.

This sub-committee met at Winnipeg on the 2nd of December, 1931, and selected and settled the standard sample of Number Six wheat.

EASTERN COMMITTEE

At the meeting held in Toronto on November 29, 1931, this committee selected and settled standard samples of the following statutory grades of grain grown in the Eastern Division:—

Wheat—

No. 2 Spring,
No. 1 White Winter,
No. 2 White Winter,
No. 3 White Winter,
No. 2 Red Winter,
No. 1 Mixed Winter,
No. 2 Mixed Winter.

White Oats—

No. 1 White,
No. 2 White,
No. 3 White,
No. 4 White.

Rye—

No. 1 Rye,
No. 2 Rye,
No. 3 Rye.

Barley—

No. 2,
No. 3 Extra,
No. 3,
No. 4,

White Peas—

No. 1,
No. 2,
No. 3.

Buckwheat—

No. 1,
No. 2,
No. 3.

and also selected and settled standard sample of No. 1 Commercial wheat.

Standard samples for the following grades of grain of United States origin were selected and settled by this committee at the adjourned meeting held in Montreal on November 23, 1931:—

Wheat—

1 Hard Winter,
2 Hard Winter,
3 Hard Winter,
2 Amber Durum,
2 Mixed Durum,
2 Red Durum,

Rye—

1 Rye Western,
2 Rye Western.

Oats—

2 White Clipped Oats,
3 White Clipped Oats.

Barley—

2 Barley.

The Eastern Committee recommended that buckwheat containing 19 per cent moisture or over be classified as "damp" and also that the Board of Grain Commissioners consider the advisability of establishing grades for field beans.

GRAIN APPEAL TRIBUNALS

The Grain Appeal Tribunals as constituted by the board at Winnipeg, Calgary and Edmonton in the Western Division and at Toronto and Montreal in the Eastern Division continued in operation during the year 1931.

The following changes occurred in the personnel of these Tribunals:—

Calgary: D. L. McLean resigned.

Toronto: C. B. Watts appointed chairman vice A. D. Hogg deceased. L. S. Johnston appointed member vice C. B. Watts.

Dr. C. N. Bell, Secretary of the Winnipeg Tribunal, retired on superannuation after many years efficient service under the board and Mr. C. J. Drake was appointed to this position.

The personnel of these tribunals is as follows:—

Winnipeg	Calgary	Edmonton
George Serls (chairman), Grant Hammond, J. McMahon, A. F. Moore, J. Murray, S. C. Swanton, C. J. Wells, P. V. Wright, C. J. Drake (secretary).	George Hill (chairman), W. W. Cumming, S. J. Ewing, J. A. Harris, W. McLeod, E. J. Munson, A. Piersen, C. W. Roenish. F. W. Mackenzie (sec'ry).	C. R. Manahan (chair'n), J. W. Allen, W. H. Boyle, A. Fraser, C. C. Gillies, J. A. Kyle, L. T. Ingram, R. H. Settle, F. J. Wolfe, John Blue, (secretary).
Toronto	Montreal	
C. B. Watts (chairman), C. W. Band, R. I. Braiden, N. H. Campbell, D. O. Ellis, C. W. Heimbecker, L. S. Johnston, W. H. McCarthy, G. E. McConney, E. D. Sullivan, F. D. Tolchard (secretary).	C. B. Esdaile (chairman), B. J. Bolan, A. Chaplin, T. B. Earle, R. Hume, H. C. Beatty (secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1931

	Number of appeals held	Number of appeals allowed		Number of appeals disallowed
		Raised	Lowered	
Winnipeg.....	771	64	2	705
Calgary.....	559	103	29	427
Edmonton.....	727	56	3	668
Toronto.....	2	.....	.....	2
Montreal.....	.....	.....	.....	.....

We have to record with regret the retirement at December 31, 1931, on superannuation of Mr. George Serls, Chairman of the Grain Appeal Tribunal at Winnipeg, after thirty-two years' service under the Government as Deputy Grain Inspector, Grain Inspector, Chief Grain Inspector and Chairman of the Grain Appeal Tribunal, Winnipeg. Mr. Serls has been closely associated with the inspection of grain for over forty years and has done much to build up and maintain the reputation of the Canadian Grain Inspection service not only in the Dominion but in importing countries.

COUNTRY MEETINGS

During the latter part of the year under review the Chief Commissioner attended on invitation the annual meeting of the Alberta Wheat Pool at Calgary on November 28, and that of the Saskatchewan Co-operative Wheat Producers Limited at Regina on November 22.

In addition to this Mr. Ramsay held a series of meetings in Alberta as follows:—

Wainwright, Alta., October 26, 1931,
 Viking, Alta., October 27, 1931,
 Tofield, Alta., October 28, 1931,
 Grande Prairie, Alta., October 30, 1931,
 Pouce Coupé, B.C., October 31, 1931.
 Hythe, Alta., November 2, 1931,
 Spirit River, Alta., November 3, 1931,
 Fairview, Alta., November 4, 1931,
 Berwyn, Alta., November 5, 1931,
 Falher, Alta., November 6, 1931,
 High Prairie, Alta., November 6, 1931,

and has the following program before him in the new year:—

Wadena, Sask., January 25, 1932,
 Watson, Sask., January 26, 1932,
 Melfort, Sask., January 28, 1932,
 Tisdale, Sask., January 29, 1932,
 Prince Albert, Sask., January 30, 1932,
 Shellbrook, Sask., February 1, 1932,
 Shell Lake, Sask., February 2, 1932,
 Blaine Lake, Sask., February 3, 1932,
 Birch Hills, Sask., February 4, 1932,
 Rosthern, Sask., February 6, 1932.

The Assistant Grain Commissioner for the province in which the meeting is held accompanies him.

Mr. T. J. Harrison, Assistant Grain Commissioner for Manitoba, has arranged meetings as follows:—

Swan River, Man.—Five lectures at School of Agriculture held under the Extension Service, Manitoba Department of Agriculture.

St. Rose, Man.—Three lectures at Agricultural Short Course, held under the Extension Service, Department of Agriculture.

The board are glad to do this work as time or opportunity affords in order to discuss first hand with farmers or grain operators their problems as affected by the Canada Grain Act.

COUNTRY ELEVATOR INSPECTION

The board has adopted the practice during the summer months of inspecting country elevators through the Assistant Grain Commissioners. The statute calls for certain information being posted in these houses and also the provision of certain appliances for the proper handling and grading of grain and we believe that this action is beneficial to everyone concerned.

We have found that local grain buyers welcome this and discuss with the Assistant Commissioners quite freely their various problems and seek information in regard to the legislation that governs their operations.

The main idea is chiefly educational rather than minatory and we hope that circumstances will permit of these visits being kept on this basis.

The number of elevators visited is as follows:—

Alberta.. . . .	281
Saskatchewan.. . . .	110
Manitoba.. . . .	278

COMMISSION ON TRADING IN GRAIN FUTURES

On the instructions of the department, the Board made all necessary arrangements for the sessions held in April, 1931, at Winnipeg, Regina and Calgary by the Commission on Trading in Grain Futures. Two members of the board's staff were loaned to assist the secretary of the commission and at the request of Sir Josiah Stamp, G.B.E., Chairman of the Commission, Commissioner D. A. MacGibbon accompanied the commission to Regina, Calgary, Minneapolis and Chicago.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS
DURING CROP YEAR ENDED JULY 31, 1931

At the end of the crop year 1930-31 all grain in store in the eight elevators licensed by the board to operate as public terminal elevators and the twenty-six elevators licensed by the Board to operate as semi-public terminal elevators was weighed over by officials and employees of the Board in order to compare such stocks with the records of receipts and discharges of grain therein and therefrom; to ensure that all liabilities of the elevator operators in regard to outstanding warehouse receipts were fully covered by actual stocks in store, and also to establish whether the provisions of the Canada Grain Act in regard to the binning of the various grades of grain had been properly observed.

From the statements of this audit prepared by the Statistics Branch, licensees of the elevators concerned were ordered by the board to make certain minor adjustments in order to provide that the outstanding warehouse receipts were covered by actual stocks in store and these adjustments were duly carried out.

On applying the provisions of section 138 of the Canada Grain Act, 1930, to the statements of this audit, it was found that in three cases excessive overages were disclosed and the excess above one-quarter of one per cent in the amounts shown below was demanded by the board from the licensees concerned:—

Manitoba Pool No. 1, Port Arthur—	1,481.00 bushels No. 1 Manitoba Hard,
less	339.00 bushels No. 1 Manitoba Northern.
Manitoba Pool No. 2, Port Arthur—	6,241.40 bushels No. 1 Manitoba Hard wheat.
less	4,323.50 bushels No. 1 Manitoba Northern.
Alberta Wheat Pool, Victoria, B.C.—	408.50 bushels No. 1 Manitoba Hard.
	2,612.10 bushels No. 1 Northern.
	7,739.00 bushels No. 2 Northern.

Settlement has been received by the board from the Manitoba Wheat Pool in the amount of \$1,784.19 covering the excesses due from their No. 1 and No. 2 elevators at Port Arthur but no settlement has yet been received from the Alberta Wheat Pool.

SECRETARY TO THE BOARD

The report of the secretary to the board is attached as Appendix No. 1 for your information and gives in detail the routine activities for the year. The work has been maintained at a high state of efficiency and is fully up to date.

REPORT OF THE REGISTRAR

The details of this important department are attached as Appendix No. 2 for your information.

REPORT OF THE CHIEF INSPECTOR

The details of the grain inspected during the past crop year are attached as Appendix No. 3.

REPORT OF THE CHIEF WEIGHMASTER

The report of the Chief Weighmaster for the crop year ended July 31, 1931, is attached for your information as Appendix No. 4.

CANADIAN GOVERNMENT ELEVATORS

The report of the general manager of the elevators under administration by the board is attached for your information as Appendix No. 5.

We regret having to record the death of Mr. S. C. Brown, Superintendent of the Calgary Elevator after eighteen years of valuable service. The vacancy thus created in the staff was filled by the appointment of Mr. D. L. McLean.

GRAIN RESEARCH LABORATORY

A statement submitted by Dr. F. J. Birchard, Chemist in Charge, giving a summary of the special investigations and work carried out by the Grain Research Laboratory during the past year is attached herewith for your information as Appendix No. 6.

A detailed report of the work of the laboratory has been prepared and this will be submitted for your information with the recommendation that it may be published separately.

REVENUE AND EXPENDITURE

A statement of the revenues and expenditures for the crop year ended August 31, 1931, is attached as Appendix No. 7 for your information.

In this connection we would point out that the revenue for the year shows an approximate increase of \$265,364 in the Western Inspection Division. This is accounted for by the larger crop movement during the period under review. The expenditures, however, show an increase of \$118,986, partly due to statutory increase in the pay of the personnel and also to the larger expense in handling the increased crop movement. The operating deficit for the year is \$634,396.81 as compared with \$780,774 last year. The Eastern Division also shows a deficit of \$20,317.41, making a total deficit for the year of \$654,714.22 as compared with \$790,603.34 the previous year. It will of course be realized that both these years were years of abnormally low crop production. The movement of grain has also been abnormal with a tendency to carry large stocks of grain in the country elevators. These stocks of grain are not revenue producing until they arrive at the terminal points.

There is no doubt, however, that the service given in connection with the inspection of grain is out of proportion to the charge made for the same. The weighing fees and other service charges are adequate to carry the services rendered. The deficit occurs in the Inspection Department, and while there is some over-lapping of the service to producers this over-lapping is statutory and the Board is unable to overcome this disability which it would be necessary to do in order to place the administration of the Act on a self-supporting basis. It might also be suggested that the inspection fee be increased to \$1 per thousand bushels in lieu of \$1 per car as at present. When the present fee was set shipments were in cars of approximately one thousand bushel capacity. This has now been increased to cars with capacity running up to two thousand bushels so that such action would not mean any material increase in the cost per bushel.

Every economy that is possible has been effected by the board during the year but the limit in this respect has been run in view of the statutory requirements imposed on the board by the Act.

DISTRIBUTION OF THE WHEAT BONUS

The board were requested by the Government to administer "An Act Respecting Wheat," chapter 60, 21-22, George V. This Act authorized the distribution of five cents per bushel to the grower for every bushel of wheat grown in the province of Alberta, Saskatchewan and Manitoba in the year 1931 and delivered to any licensed elevator in the Western Division, commission merchant, track buyer or grain dealer as defined in the Canada Grain Act.

The board were glad to undertake this work for the Government and were able to make arrangements with the various elevator companies for the distribution to the farmer and also with the banks for the payment of the cheques. A report of the details of the work by the officer-in-charge is attached for your information as Appendix No. 8, and we would like to record our appreciation of the co-operation and assistance we have received from these elevator companies and banks which made it possible to distribute the bonus with the promptness and efficiency that is necessary.

The large amount of work which is entailed in such a distribution will be gleaned from the report of Mr. H. A. Scott, and we may say that in no instance was any remuneration paid to those people who co-operated with us in this distribution notwithstanding the tremendous amount of detail work involved. The system adopted by the board for the distribution of the same is as follows:—

As the wheat is delivered to a licensee a special bonus certificate representing five cents for each bushel of wheat delivered is made out and handed by the licensee or his agent to the grower. These certificates bear a certificate to be completed by the grower to certify that he is the actual grower of the grain and entitled to the bonus thereon. On endorsement and completion of this certificate by the grower the bonus certificates are payable at any branch of any chartered bank in Canada. After paying the certificates the banks file them in special envelopes with the total amount shown on the face thereof. The banks then clear the envelopes through their Winnipeg office daily and are reimbursed by the Bank of Nova Scotia, Winnipeg, on behalf of the board for the amounts paid on these certificates.

The vouchers and envelopes containing original certificates are then submitted daily by the Bank of Nova Scotia to the board. After the vouchers are verified a cheque is issued by the board to the Bank of Nova Scotia for the amount disbursed.

All paid original certificates are checked with the duplicates of the bonus certificates which are forwarded by licensees direct to the board.

It was necessary to employ a temporary staff and the board gave employment to those people who had previously been employed by the Department of the Interior but who had been laid off in view of the changes in that department. They further employed those members on the Civil Service eligible list who were awaiting appointment, and the balance of the staff were taken from the ranks of the unemployed clerks whom the business depression had placed in this position. Some effort has been made to rotate the work so that it would be available to as many people as possible. We are now able, however, to employ a considerable number of our own staff on this work and it will be necessary to reduce the personnel of the staff quite considerably in view of the falling off in deliveries of wheat to licensed dealers.

The various rulings of the board in connection with this legislation are appended herewith.

All inquiries and correspondence regarding the regulations and rulings in connection with the distribution of the bonus have been handled directly from the board's executive offices and up to December 31, 1931, approximately eight hundred inquiries have been received by the board.

In accordance with the regulations all disputes as to the party entitled to receive the bonus have been referred to the board. Up to December 31, 1931, two hundred and six such disputes had been referred to the board. In most cases these disputes have been referred to an assistant commissioner for investigation and report to enable the board to properly consider the facts of the case and make a ruling in accordance therewith.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF SECRETARY

WINNIPEG, January 2, 1932.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

SIR,—I have the honour to submit the following report covering the work of the executive offices of the board during the year ended December 31, 1931.

SECRETARY'S OFFICE

Despite the lessened activities of certain branches of the board owing to the small crop handled during the year 1931, the work of the secretary's office has been particularly heavy due mainly to the extra work involved in the administration by the board of the distribution of the bonus of five cents a bushel on wheat; closer supervision by the board of overages at country elevators; the weighover of all grain in semi-public elevators in addition to the weighover of all grain in public terminal elevators and defaults by licensees.

The work, however, has been performed without any additional staff, with the exception of one temporary clerk loaned by the Wheat Bonus Branch for a few weeks, although it has been necessary at times for certain members of the staff to work beyond the usual office hours.

In addition to the current work performed, opportunity has been found to improve the systems of maintaining records and the carrying out of routine duties, besides which a complete staff record system has been put into operation.

It is with regret that I have to record the death of Mr. V. C. LeFeuvre, principal clerk in the secretary's office, which occurred suddenly on November 27, 1931. Mr. LeFeuvre had been with the service of the board since August, 1915.

I have attended all the meetings of the board held during the year under review and have carried out the instructions of the board given thereat, in addition to issuing to all parties concerned the orders, rulings and regulations of the board.

LICENCE AND BONDING BRANCH

The work of the Licence and Bonding Branch has been carried out efficiently under Mr. C. F. Spittle. The number of licences issued for the crop year 1930-31 showed an increase of 379 over the number issued for the previous year and the total of 6,130 licences issued is the largest number issued by the board in one year.

There have been no changes in the staff of this branch during the year under review.

STATISTICAL BRANCH

Although the crops of the years 1930 and 1931 were comparatively small, the work of the Statistical Branch during the year 1931 has not been lessened to any degree as the additional work on records necessary to enable the board to properly carry out the provisions of the Canada Grain Act, 1930, has counter-balanced any reduction in work caused by the small crops. The preparation and calculation of statements necessary in connection with the audit of stocks in store at all public and semi-public elevators involved a large volume of work which was not necessary in previous years.

The staff of this branch has been increased during the year by two clerks, Grade Three.

The following memoranda summarizing different matters handled and statements compiled by the executive offices are attached hereto:—

- (a) Complaints.
- (b) Prosecutions.
- (c) Defaults.
- (d) Cars out of turn.
- (e) Summary of licences issued for the crop year 1930-31 and licences issued up to December 1, 1931, for crop year 1931-32.
- (f) Licences issued during past twenty years.
- (g) Elevators and storage capacity.
- (h) Comparative summary of elevators for past twenty years.
- (i) Grain loading platforms.
- (j) Report of Statistician.
- (k) Summary of annual weigh-up terminal elevators, 1931.
- (l) Sessions held by the board.
- (m) Statement of staff.

Your obedient servant,

J. RAYNER,
Secretary.

COMPLAINTS

COUNTRY COMPLAINTS

During the year ended December 31, 1931, the board investigated in addition to the twenty-three complaints outstanding at December 31, 1930, one hundred and fifty-four complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the weighing and grading of grain, the operations of licensees and the operations of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.....	15
Saskatchewan.....	68
Alberta.....	71
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	154

Summary of disposition of country complaints:—

No ground for complaint.....	43
Complaints withdrawn.....	31
Settlements effected between parties.....	53
Outside jurisdiction of board.....	28
Settlements ordered by board.....	4
Defendant prosecuted.....	1
Not yet finally disposed of.....	17
	<hr/>
	177

EXPORT SHIPMENTS

During the same period the board received nine complaints regarding the quality or cleanliness of export shipments of Canadian grain but after investigating these complaints, it was found there were no just grounds for complaint.

After very full investigations both in the United Kingdom and in Canada of the two complaints not finally disposed of at December 31, 1931, it was established that the cause of the complaints could not be traced in any way to the handling of the grain while passing through Canadian channels.

MISCELLANEOUS COMPLAINTS

Fourteen complaints regarding the handling of grain in the Eastern Division, shipments from terminal elevators, the grading of grain for export, and inspection and weighing services, were also received by the board during the year under review.

Summary of disposition of miscellaneous complaints:—

No ground for complaint.....	5
Complaint withdrawn.....	2
Settlement effected between parties.....	4
Outside jurisdiction of board.....	2
Prosecution.....	1
	<hr/>
	14
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PROSECUTIONS

Arising from the board's investigations of complaints actions in the civil courts were instituted by the board in three cases where breaches of the Canada Grain Act were disclosed, and convictions were secured in all cases. In two cases for minor breaches of the Act the defendants were fined, but in the other case which involved the raising of amounts on inspection certificates issued by the board, the defendant was sentenced to a term of imprisonment.

DEFAULTS

During the year 1931 three firms licensed by the board to operate as Grain Commission Merchants defaulted in settlement of their obligations to parties who had shipped grain to them for sale on commission.

E. J. BAWLF GRAIN COMPANY LIMITED, WINNIPEG

Thirteen claims amounting to \$4,245.84 against this firm were referred to the board but these were settled in full by one of the principals of the firm and the board were not called upon to make any claim against the bond filed with the board as security by the E. J. Bawlf Company Limited.

BLACKBURN, MILLS & GRAHAM LIMITED, WINNIPEG

Seventy-four claims amounting to \$36,272.15 against this firm were filed with the board and these claims were all settled in full by the board from the proceeds of the security and funds deposited with the board by Blackburn, Mills and Graham Limited.

MCBEAN BROTHERS, WINNIPEG

Eleven claims amounting to one thousand eight hundred and eighty-five dollars and fifty-seven cents (\$1,885.57) were filed with the board on the death of the principal of this firm, William McBean. These claims all being within the scope of the Grain Commission Merchant's bond in the amount of five thousand dollars (\$5,000) executed by the Canadian Indemnity Company of Winnipeg and furnished to the board when the licence was issued, were referred to the Canadian Indemnity Company, which company handed to the board a cheque for the full amount of these claims and the proceeds thereof were distributed by the board to the eleven claimants in full settlement of their claims.

CARS OUT OF TURN

No occasion arose during the year 1931 for the board to order cars out of turn in accordance with section 68 of the Canada Grain Act, 1930.

SUMMARY OF LICENCES ISSUED FOR THE SEASON 1930-31

During the season, commencing September 1, 1930, and ending August 31, 1931, 200 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Six thousand one hundred and fifty-eight applications for licences were received and 6,130 licences were issued. Eight of the applications received were for transfer of licences and 20 applications were withdrawn.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	51	3	48	.....
Commission Merchants.....	58	1	57	.....
Grain Dealers.....	3	2	3	.....
Public Terminal Elevators.....	8	.....	8	.....
Semi-Public Terminal Elevators.....	35	.....	35	.....
Private Terminal Elevators.....	42	1	40	1
Eastern Elevators.....	30	1	29	.....
Mill Elevators.....	26	1	25	.....
Country Elevators.....	5,517	10	5,500	7
Private Country Elevators.....	386	1	385	.....
	6,158	20	6,130	8

Track Buyer's licence No. 47, issued by the board to S. S. Pocock, trading as Pocock Grain Company, of Calgary, Alta., was cancelled on December 17, 1930.

Private Country Elevator licence No. 383, issued by the board to the Regina Milling Company of Regina, Sask., was suspended on March 5, 1931.

Licence fees to the amount of \$31,726 were received and remitted direct to the department at Ottawa.

Surety bonds amounting to \$32,994,449 were executed by twelve of the approved surety companies and were deposited with the board as security covering the operations of the licensees.

SUMMARY OF LICENSING AND BONDING FOR THE SEASON OF 1931-32, AS AT DECEMBER 1, 1931

Up to December 1, 1931, 251 firms and individuals have applied for licences to operate during the season of 1931-32, as required by the provisions of the Canada Grain Act.

Five thousand four hundred and forty-seven applications for licences have been received and 5,399 licences have been issued. Twenty-five applications have been withdrawn and 23 are outstanding.

APPLICATIONS RECEIVED AND LICENCES ISSUED

As at December 1, 1931

Kind of licence	Applications			Licences issued
	Received	Withdrawn	Outstanding	
Track Buyers.....	54	1	2	57
Commission Merchants.....	60	1		61
Grain Dealers.....	54	17	2	73
Public Country Elevators.....	5,093	3	19	5,115
Private Country Elevators.....	10			10
Mill Elevators.....	23		1	24
Public Terminal Elevators.....	10			10
Private Terminal Elevators.....	36	1	1	38
Semi-Public Terminal Elevators.....	31			31
Eastern Elevators.....	28			28
	5,399	23	25	5,447

The following Grain Commission Merchants licences issued to the under-noted firms on September 1, 1931, were cancelled by the board as from the dates shown:—

Licence No. H51—McBean Brothers. Cancelled September 24, 1931.

Licence No. H52—Blackburn, Mills & Graham Ltd. Cancelled November 5, 1931.

Licence No. H54—E. J. Bawlf Co., Ltd. Cancelled October 9, 1931.

Licence fees to the amount of \$29,371 have been received and remitted to the department at Ottawa.

To date guarantee bonds to the amount of \$23,453,900 have been executed and deposited with the board as security covering the operations of licensees. These bonds in varying amounts have been completed by twelve (12) of the approved surety companies although there are 45 companies on the approved list.

STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS 1911-12 TO 1930-1931

(Licence year commences September 1)

Kind	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915	1913- 1914	1912- 1913	1911- 1912
Public country elevators.....	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552	2,267	1,972
Private country elevators.....	385	398	309	156	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Public terminal elevators.....	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14	..	..
Semi-public terminal elevators.....	35	(formerly licensed as Private Elevators)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	*23	*34
Private elevators.....	40	76	80	80	67	64	63	60	32	29	25	17	18	20	21	19	18	13	..	..
Eastern elevators.....	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†16	†18	†16	†18	†18	†20	20	20
Mill elevators.....	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	..	..	..	..	..	..	..	..	..	..
Elevator space.....	..	1	1	1	3	3	2	2	2	..	..	..	..	7	7	10	7	3	19	58
Track buyers.....	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137	146	123
Commission merchants.....	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91	91	84
Grain dealers.....	3	3	2	3	3	3	3	4	6	3	2	..	..	..	..	..	..	..	..	..
Total number issued.....	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924	2,830	2,546	2,271

* Licensed as Terminal Elevators.

† Licensed as Manufacturing Elevators.

‡ Licensed as Public Elevators.

SUMMARY OF ALL GRAIN ELEVATORS AND STORAGE CAPACITY BY CLASSES AND PROVINCES—SEASON 1931-32

As at December 1, 1931

Kind of elevator	Province	Elevators	Capacity (Bushels)
WESTERN DIVISION			
Public Country.....	Manitoba.....	733	23,375,300
	Saskatchewan.....	3,236	103,096,350
	Alberta.....	1,749	65,243,900
	British Columbia.....	11	369,000
	Ontario.....	1	40,000
Total.....		5,730	192,124,550
Private Country.....	Manitoba.....	3	50,000
	Saskatchewan.....	3	66,500
	Alberta.....	4	140,000
Total.....		10	256,500
Mill.....	Manitoba.....	10	181,500
	Saskatchewan.....	9	106,500
	Alberta.....	5	152,000
	British Columbia.....	10	800,000
	Ontario.....	1	185,000
Total.....		35	1,425,000
Private Terminal.....	Ontario.....	7	1,940,000
	Manitoba.....	14	5,317,450
	Saskatchewan.....	6	4,585,550
	Alberta.....	14	4,075,000
	British Columbia.....	1	200,000
Total.....		42	16,118,000
Public Terminal.....	Ontario.....	2	9,000,000
	Manitoba.....	1	2,500,000
	Saskatchewan.....	2	11,000,000
	Alberta.....	3	6,250,000
	British Columbia.....	3	2,135,000
Total.....		11	30,885,000
Semi-Public Terminal.....	Ontario.....	26	83,657,210
	British Columbia.....	7	17,058,000
Total.....		33	100,715,210
Total—Western Division.....		5,861	341,524,260
EASTERN DIVISION			
Eastern.....	Ontario.....	18	50,100,000
	Quebec.....	7	21,787,000
	New Brunswick.....	2	1,500,000
	Nova Scotia.....	1	2,200,000
Total—Eastern Division.....		28	75,587,000
Public Country Elevators.....		5,730	192,124,550
Private Country Elevators.....		10	256,500
Mill Elevators.....		35	1,425,000
Private Terminal Elevators.....		42	16,118,000
Public Terminal Elevators.....		11	30,885,000
Semi-Public Terminal Elevators.....		33	100,715,210
Eastern Elevators.....		28	75,587,000
Grand Total.....		5,889	417,111,260

NOTE.—The only elevators in the Eastern Division under the jurisdiction of the Board of Grain Commissioners are the 28 "Eastern Elevators."

COMPARATIVE SUMMARY OF ELEVATORS FOR THE PAST TWENTY YEARS

(As at December 1, each year)

Licence year	Stations	Elevators	Warehouses	Capacity
1911-12.....	937	2,037	31	108,649,900
1912-13.....	1,048	2,319	37	127,224,550
1913-14.....	1,217	2,607	24	154,765,000
1914-15.....	1,247	2,813	28	168,624,000
1915-16.....	1,334	3,059	19	180,988,000
1916-17.....	1,400	3,360		193,844,000
1917-18.....	1,463	3,694		211,591,800
1918-19.....	1,484	3,777		221,279,964
1919-20.....	1,511	3,797		226,256,970
1920-21.....	1,542	3,855		231,213,620
1921-22.....	1,559	3,924		231,633,420
1922-23.....	1,578	4,020		238,107,420
1923-24.....	1,620	4,169		251,194,620
1924-25.....	1,704	4,324		269,900,620
1925-26.....	1,745	4,416		281,746,560
1926-27.....	1,798	4,558		284,818,200
1927-28.....	1,852	4,823		310,832,200
1928-29.....	1,972	5,481		358,254,790
1929-30.....	2,054	5,787		394,594,210
1930-31.....	2,066	5,872		414,660,260

GRAIN LOADING PLATFORMS

Only three (3) applications for the construction of loading platforms have been received by the board since December 31, 1930. The board ordered construction of one platform; one application was rejected and the other request is still under investigation.

At December 31, 1930, there were 2,677 loading platforms in Western Canada at which farmers could load grain, without putting such grain through country elevators, into 6,377 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of platforms	Car capacity
Manitoba.....	642	1,786
Saskatchewan.....	1,289	3,041
Alberta.....	706	1,473
British Columbia.....	32	61
Ontario.....	8	16
Total as at Dec. 31, 1930.....	2,677	6,377

ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR, SIR,—I beg to submit herewith my report for the crop year 1930-31.

The following statistical tables will be found to indicate the total carry-over of Canadian grain at the commencement of the crop year; the total production in 1930; the quantities handled by the different groups of elevators in the course of marketing and transportation between producer and consumer; and amounts exported and remaining as carry-over at the end of the year, of the five principal grains.

CROP YEAR 1930-31

	Carry-over July 31, 1930	Total crop in Canada	Total disposed of during year	Carry-over July 31, 1931
	bush.	bush.	bush.	bush.
Wheat.....	111,094,912	397,872,000	375,585,279	133,381,633
Oats.....	21,582,780	423,148,000	381,360,888	63,369,892
Barley.....	22,875,432	135,160,200	128,595,214	29,440,418
Flaxseed.....	636,658	4,399,000	4,201,704	833,954
Rye.....	9,190,705	22,018,500	16,791,982	14,417,223

EXPORT SHIPMENTS OF CANADIAN GRAIN

	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		Imports by U.S.A. mills for milling in bond	Total
		Canadian	U.S.A.		
	bush.	bush.	bush.	bush.	bush.
Wheat.....	74,541,806	56,127,598	70,887,226	19,400,000	220,956,630
Oats.....	1,238,798	5,200,690	633,965	.....	7,073,453
Barley.....	33,126	12,171,930	4,625,374	.....	16,830,430
Rye.....	53,146	1,103,178	733,659	.....	1,889,983

GRAIN CROPS OF CANADIAN PRAIRIE PROVINCES, 1930, BY PROVINCES

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	45,278,000	50,562,000	49,974,000	1,086,000	2,052,000
Saskatchewan.....	196,322,000	125,509,000	40,522,000	3,017,000	14,875,000
Alberta.....	132,900,000	77,940,000	18,999,000	190,000	3,714,000
Total.....	374,500,000	254,011,000	109,495,000	4,293,000	20,641,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	5,116,082	4,037,098	9,153,180
Saskatchewan.....	3,727,682	2,930,060	6,657,742
Alberta.....	2,329,325	946,297	3,275,622
British Columbia.....	9,093	9,990	19,083
Total.....	11,182,182	7,923,445	19,105,627

TOTAL DELIVERIES AT COUNTRY ELEVATORS (UNREVISED FIGURES)

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	29,697,905	5,330,454	12,130,104	620,979	1,223,476
Saskatchewan.....	160,832,461	15,691,201	4,882,495	3,387,965	6,522,851
Alberta.....	105,549,666	10,006,672	1,441,380	305,017	825,237
Total.....	296,080,032	31,028,327	18,453,979	4,313,961	8,571,564

TOTAL INSPECTIONS, BY PROVINCES OF ORIGIN

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	33,460,000	5,174,000	16,978,400	617,600	1,228,000
Saskatchewan.....	153,815,000	18,027,000	5,522,000	3,354,600	6,226,000
Alberta.....	101,194,500	8,873,500	1,030,000	159,300	296,000
British Columbia.....	225,500	160,500	1,600	.....	.....
Total.....	288,695,000	32,235,000	23,532,000	4,131,500	7,750,000

TOTAL NET HANDLINGS AT FORT-WILLIAM-PORT ARTHUR

Receipts.....	185,474,484	16,074,379	17,856,594	3,664,946	7,602,402
Shipments.....	176,302,503	18,432,728	25,113,378	3,551,902	3,240,150

TOTAL NET HANDLINGS AT VANCOUVER-NEW WESTMINSTER, B.C.

Receipts.....	75,893,715	1,905,082	195,458	3,625	152,305
Shipments.....	73,293,079	1,471,276	50,227	1,565	68,560

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	373,638	.....	.....	.....	.....
Shipments.....	1,259,499	1,328	94	.....	.....

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	933,422	523	.....	.....	.....
Shipments.....	946,516	4,954	.....	.....	.....

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR TERMINAL ELEVATORS

Receipts—					
Calgary.....	2,954,536	25,023	13,636	.....	5,479
Edmonton.....	2,342,478	166,573	63,241	.....	.....
Moose Jaw.....	3,111,648	854,160	396,185	9,683	43,188
Saskatoon.....	1,285,107	414,006	33,535	.....	.....
Total.....	9,693,769	1,459,762	506,597	9,683	48,667
Shipments—					
Calgary.....	2,950,122	62,134	20,667	149	5,601
Edmonton.....	2,373,263	258,914	67,099	.....	.....
Moose Jaw.....	3,456,750	862,623	398,410	10,291	47,615
Saskatoon.....	2,366,260	468,591	32,311	.....	7,672
Total.....	11,146,395	1,652,262	518,487	10,440	60,888

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	513,923	.....	333,935	736	.....
Shipments.....	539,931	4,915	406,399	736	.....

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	151,790,442	18,450,238	35,966,851	1,767,765	4,708,098
Shipments.....	158,820,463	19,449,463	36,753,050	1,751,145	4,422,386

TOTAL NET HANDLINGS OF FOREIGN GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	43,230,323	6,105,700	54,924	15,929,716	107,251
Shipments.....	24,253,372	7,013,550	806,469	16,759,062	2,076,932

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEATFLOUR, 12 MONTHS ENDED JULY 31, 1931, AS COMPILED BY EXTERNAL TRADE BRANCH, DOMINION BUREAU OF STATISTICS, FROM CUSTOMS RETURNS

—	Via Atlantic Seaboard and inland ports of exit	Via Pacific Seaboard	Total
Wheat.....	bush. 153,938,597	bush. 74,541,806	bush. 228,480,403
Wheatflour.....	bbls. 5,581,914	bbls. 1,119,749	bbls. 6,701,663
Total—as wheat.....	bush. 179,057,210	bush. 79,580,676	bush. 258,637,886
Oats.....	6,564,064	1,257,958	7,822,022
Barley.....	19,217,081	33,126	19,250,207
Rye.....	2,036,701	53,146	2,089,847
Flaxseed.....	1,998,018	.....	1,998,018
Total.....	208,873,074	80,924,906	289,797,980

In view of the gradually increasing economic difficulties in the world generally, which forced countries usually large importers of bread grains to place restrictions upon imports, which in many cases amounted to almost total prohibition, and to require millers to use large proportions of home-grown grain, so that world's import requirements were reduced to the lowest possible volume, it is highly gratifying to note that Canadian exports of wheat and wheat flour totalled 258,637,886 bushels wheat as compared with total world's shipments of 787,472,000 bushels wheat. Further, although the Canadian wheat crop exceeded that of the previous year by over 93 million bushels, the carry-over at the end of the season was but little more than 22¼ million bushels over that of the previous year. When it is remembered that Russia's exports of wheat during the year—which entered into direct competition with Canadian on the European markets—amounted to 110 million bushels, it is all the more gratifying that Canadian exports formed so high a proportion of the world's total.

STATISTICAL DATA—REVIEW

The increasing difficulty in disposing of the surplus and the importance of accurate information as to supplies available, the positions of supplies, by grades, the amounts moved by different routes, and export shipments, had the effect of enhancing the value of the statistics published by this branch, in collaboration with the Dominion Bureau of Statistics. Requests for additional and far more comprehensive data have increased considerably over previous years, whilst mailing lists for the periodical published statements have been enlarged. No efforts are spared in making current statistical information available to those requiring it.

Commencing late in 1930 more particular efforts have been directed towards obtaining a complete record of the distribution of the Canadian grain crops; and following them through the various transportation channels and handlings between the producer and consumer or export from the seaboard. For example, owing to the fact that a considerable proportion of grain shipments down the lakes to Buffalo, Erie, Fairport and Ogdensburg later were carried to Montreal, Sorel and Quebec, for export, published statistics have always been somewhat misleading as far as indicating the volume actually exported via Canadian and United States Atlantic seaboard ports. The following table shows the amounts of Canadian grain which returned from United States lake ports into Canada for export via St. Lawrence ports out of amounts shipped from Fort William-Port Arthur, crop year 1930-31:—

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to—				
All ports.....	175,066,487	15,929,831	25,091,679	3,193,334
Canadian ports.....	82,406,892	14,381,615	19,230,601	2,497,466
United States ports.....	92,659,595	1,548,216	5,861,078	695,868
Amount carried to Canadian ports.....	17,143,032	175,126	2,649,262	154,512
Net shipments to United States ports.....	75,516,563	1,373,090	3,211,816	541,356
New total shipments via Canadian ports....	99,549,924	14,556,741	21,879,863	2,651,978

Efforts are being directed to obtaining an accurate complete record of the disposition of shipments from seaboard ports. This is more difficult on account of chartering to optional ports being somewhat common, also an occasional "orders" shipment. Good progress is being made, due to the most hearty co-operation of the elevators and shippers at seaboard ports, and it is hoped some definite results will be available for publication in the near future.

TRANSPORTATION

The opening of the new Welland canal marked a very important step forward in the transportation facilities of the country and the efforts of the Canadian Government to reduce the cost of shipment of grain to a minimum, thereby assisting the western farmer to get as his share as large a proportion of the final price obtained as possible. Although it is rather early to make any definite statement as to the saving in costs effected by the new canal being opened, especially as the crop year 1930-31 was not a normal one as regards shipments, it is significant that full cargoes were carried from Fort William-Port Arthur to Montreal direct in canal-size tonnage at 2 cents per bushel less after the opening than prior thereto. The rate for carrying coal from lake Erie to lake Ontario ports also was substantially reduced following the opening of the new canal. The reduction of grain will show up more definitely in the statements of weighted average freight rates which will be compiled for the season of navigation, 1931.

INSURANCE

Under the new Canada Grain Act which became effective on September 1, 1930, managers of public and semi-public terminal elevators are required to carry sufficient insurance against loss by fire to adequately protect all holders of warehouse receipts, and to file copies of the policies. A careful check was maintained throughout the year in order to ascertain that sufficient insurance was being carried and that the policies were properly worded or endorsed in compliance with section 102 (2). The insurance on grain in most of the public and semi-public terminal elevators at Fort William-Port Arthur and in some of the Vancouver houses was effected by means of specific policies. The balance preferred the "open" form of insurance. Grain in country elevators was largely

effected by "open" grain insurance policies, 53 of the largest companies using this form of policy. By a coincidence, the same number of operators—53—carried specific insurance, most of these having but one elevator.

OFFICIAL WEIGH-UP OF GRAIN STOCKS IN ELEVATORS

Following the weigh-up of grain stocks in the public and semi-public terminal elevators at Fort William-Port Arthur, Vancouver-New Westminster, Prince Rupert, Victoria, Calgary, Edmonton, Moose Jaw, and Saskatoon, final statements of the results at each were prepared in the Statistics Branch this year. Besides these, special statements showing the results of calculations of excess and deficiency as required under the new Grain Act, were compiled in the manner prescribed in section 138.

As the result of these calculations, excesses in the first four statutory grades of wheat due to the Crown were revealed in the case of three of the semi-public terminal elevators. Accordingly, demands by the Board were made upon the Manitoba and Alberta Pools for payment of the value thereof.

A summary of the results of the weigh-up of public terminal elevator stocks appears on the statement enclosed.

The compilation of the final figures representing grain handled at each of the elevators, by individual grades, during the crop year, for use in the calculation of excesses or deficiencies, and the necessity of maintaining a careful check in order to ensure accuracy, involves a very substantial addition to the routine work of the Statistics Branch, which could not be accomplished without an increase of staff. Accordingly, application was made for assignments of clerks, Grade 3, to two of the new positions created by order in council in September, 1930. This addition brings the staff of the branch up to a total of 26.

GENERAL

The regular routine of the office has been maintained throughout the year. Charters have been filed, as required under the Inland Water Freight Rates Act, 1923, and weighted averages, monthly, of rates paid via the various routes, compiled. Records of prices and averages of the daily quotations of grain at Winnipeg and Vancouver are prepared for the permanent records, whilst publications containing grain prices at certain principal markets were obtained and filed in accordance with section 21, Canada Grain Act, 1930.

Respectfully submitted,

E. A. URSELL,

Statistician.

FORT WILLIAM, Ont.

SUMMARY OF ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY 31, 1931

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Grand Trunk Pacific Elevator Co., Ltd., Fort William.....	.....	18,553-50	.....	2,361-04	107,487-14	.....	.....	679-00	.....	4,694-51	.....	18,253-31	1,139,695	.....
Canadian Government Elevator, Port Arthur.....	.....	2,401-30	.....	44-06	15,378-18	.....	6,983-07	.....	.....	163-38	.....	2,256-08	.....	158,117
Canadian Government Elevator, Calgary.....	.....	3,959-10	.....	207-02	.....	.....	149-18	.....	.....	.....	.....	.....	.....	.....
Canadian Government Elevator, Edmonton.....	2,572-30	.....	.....	1,647-12	1,267-12	.....	.....	265-00	.....	.....	.....	.....	.....	.....
Canadian Government Elevator, Moose Jaw.....	2,044-00	.....	918-26	.....	.....	.....	1,055-16	.....	.....	11-48	.....	32-16	.....	290
Canadian Government Elevator, Saskatoon.....	.....	3,099-10	874-06	.....	363-04	.....	4-18	.....	.....	.....	.....	.....	.....	.....
Pacific Terminal Elevator Co., Ltd., Vancouver....	3,295-20	.....	.....	.....	28,514-24	.....	.....	.....	80-40	.....	.....	.....	.....	.....
Fraser River Elevator Ltd., New Westminster.....	69-30	.....	.....	44-06	.....	67-22	.....	.....	.....	361-46	.....	.....	4,075	.....
Total.....	7,981-20	28,013-40	1,792-32	4,303-30	153,011-04	67-22	8,192-11	944-00	80-40	4,870-25 Corn 361-46	.....	20,541-55	1,143,770	158,407
Net Total—Surplus or Deficit..	.....	20,032-20	.....	2,510-32	152,943-16	.....	7,248-11	.....	.....	Flaxseed 4,789-41 Corn 361-46	.....	20,541-55	985,363	.....

SUMMARY of results of calculations of EXCESS OR DEFICIENCY in the first four statutory grades of wheat as revealed by the annual weigh-up, July 31, 1931, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

GRAIN COMMISSION

Licensee	Excess			Deficiency			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Northern	2 Northern	3 Northern
Bawlf Terminal Elevator Co., Ltd.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Canadian Consolidated Grain Co., Ltd.—		628-20				11,282-20	672-50
“Empire” Elevator		695-50					2,249-50
“Thunder Bay” Elevator	918-00		4,422-10		2,866-50	1,786-40	3,751-40
Eastern Terminal Elevator Co., Ltd.					4,046-40	4,634-20	7,135-00
Federal Grain Limited—							
“Consolidated” Elevator.				235-30	8,416-00	5,453-30	
“Northwestern” Elevator.		823-10		53-40		11,325-00	
“Stewart” Elevator.					13,551-20	12,809 20	5,925-20
Fort William Elevator Co., Ltd.			2,162-00		1,377-10		1,623-40
Northland Elevator Co., Ltd.			425-20	4,422-50	10,400-50		
Ogilvie Flour Mills Co., Ltd.	1,959-30	7,861-50				10,592-00	1,356-00
N. M. Paterson & Co., Ltd.	720-10	2,230-10				5,647-10	3,967-10
Phoenix Elevator Co., Ltd.					5,968-00	3,337-30	3,016-10
Reliance Grain Co., Ltd.					8,365-50	6,400-50	13,009-30
Searle Terminal Limited.		1,751-30				4,506-50	11,814-30
Superior Elevator Co., Ltd.					3,883-10	2,879-40	4,168 20
Union Terminal Limited.					1,186-10	1,508-50	1,368-30
United Grain Growers' Terminals Ltd.					2,102-10	9,216-50	6,224-50
Western Grain Co., Ltd.					4,459-20	5,387-00	4,638-40
Manitoba Pool Terminal No. 1	1,481-00			1,945-30	889-20	1,395-10	
Manitoba Pool Terminal No. 2	6,241-40			438-50	4,393-50	368-50	
Total Manitoba Pool Terminal Elevators	7,722-40			2,384-20	5,283-10	1,764-00	
Saskatchewan Pool Terminal No. 4.					26,269-10	36,823-50	11,400-50
Saskatchewan Pool Terminal No. 5.	6,137-00			1,156-40	11,138-20	3,195-40	
Saskatchewan Pool Terminal No. 6.	6,591-10				9,454-20	16,908-20	1,890 20
Saskatchewan Pool Terminal No. 7.	27,274-00				65,230-20	3,820-10	3,250-50
Saskatchewan Pool Terminal No. 8.	4,126-30				9,517-20	7,119-10	462-10
Total Saskatchewan Pool Terminal Elevators	44,128-40			1,156-40	121,609-30	67,867-10	17,004-10

In the case of Manitoba Pool Elevators demand was made by the Board for payment of the value of 1,481 bushels No. 1 Manitoba Hard Wheat after providing for the value of the net deficiency of 339 bushels No. 1 Manitoba Northern in the case of Terminal No. 1; and for payment of the value of 6,241-40 bushels No. 1 Manitoba Hard Wheat, after providing for the value of the net deficiency of 4,323-50 bushels No. 1 Manitoba Northern in the case of Terminal No. 2; those being the amounts of excess due to the Crown.

In all other cases the deficiency exceeded any excess revealed, so there was no excess due to the Crown.

ANNUAL WEIGH-UP, JULY 31, 1931

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of wheat as revealed by the annual weigh-up, July 31, 1931, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, VANCOUVER, PRINCE RUPERT, and VICTORIA, B.C., and arrived at in the manner prescribed in section 138, Canada Grain Act, 1931

Licensee	Excess			Deficiency				
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Vancouver</i> —					6-50	75-40	114-20	5-50
Columbia Grain Elevator Co., Ltd.....					1,582-50	6,858-50	8,251-55	28-25
Midland Pacific Terminal Ltd.....					1,038-20		4,636-00	6,012-40
United Grain Growers' Terminals Ltd.....		7,200-00			3,542-20		11,783-20	16,275-50
Vancouver Terminal Co., Ltd.....		4,797-00			2,600-30		13,178-10	8,876-00
Alberta Pool Elevator No. 1.....		1,926-50			247-50			22,209-00
Alberta Pool Elevator No. 2.....		2,955-50	2,760-00					
<i>Prince Rupert</i> —					78-40	508-10	1,019-50	347-00
Alberta Pool Elevator No. 3.....								
<i>Victoria</i> —								
Alberta Pool Elevator No. 4.....	408-50	2,612-10	7,739-00					

In the case of Alberta Pool Elevator No. 4 a demand was made by the Board for payment of the value of the excess shown, all of which became the property of the Crown under section 138, Canada Grain Act.
In all other cases the deficiency exceeded any excess revealed, so there was no excess due to the Crown.

SESSIONS HELD BY THE BOARD DURING THE YEAR 1931

Date	Place	Subject matter
1931		
Jan. 9	Winnipeg	Routine matters.
" 14	"	"
" 20	"	"
Feb. 3	"	"
" 11	"	"
" 17	"	"
" 24	"	"
" 28	Edmonton	Grain out of condition, Edmonton elevator.
Mar. 3	Winnipeg	Routine matters.
" 9	Toronto	Handling of grain, Eastern Canada
" 11	Montreal	" "
" 12	"	" "
" 13	Quebec	" "
" 16	Halifax	" "
" 17	Saint John, N.B.	" "
" 19	New York, U.S.A.	" "
" 20	"	" "
" 27	Winnipeg	Routine matters.
" 31	"	"
April 9	"	"
" 15	"	"
" 22	"	"
May 5	"	"
" 8	"	"
" 12	"	"
" 13	"	Treated grain—Eastern Canada.
" 19	"	Routine matters.
" 26	"	"
June 4	"	"
" 9	Fort William	"
" 10	"	Weighover at terminal elevators.
" 16	Winnipeg	Routine matters.
July 8	"	"
" 14	"	"
" 15	"	Tariffs of charges for elevators.
" 20	Moose Jaw	Routine matters.
" 21	Calgary	"
" 23	Vancouver	Tariffs of charges for elevators.
" 24	Victoria	Weighing of grain.
" 27	Prince Rupert	Routine matters.
" 30	Edmonton	"
" 31	Saskatoon	"
Aug. 6	Winnipeg	"
" 7	"	Licences: Country elevators.
" 14	"	Routine matters.
" 19	Toronto	Tariffs of charges, Eastern elevators.
" 27	Winnipeg	Routine matters.
Sept. 2	"	"
" 10	"	"
" 15	"	"
" 24	"	"
" 29	"	"
Oct. 6	"	"
" 9	"	"
" 15	"	"
" 21	"	"
" 27	"	"
" 29	"	Disputes re wheat bonus.
Nov. 3	"	Routine matters.
" 10	"	"
" 13	"	Default: Blackburn, Mills & Graham, Limited.
" 16	"	Default: Blackburn, Mills & Graham, Limited and E. J. Bawlf Company, Limited.
Dec. 2	Winnipeg	Routine matters.
" 9	"	"
" 17	"	"

SUMMARY OF STAFF AT DECEMBER 31, 1931

	Permanent	Seasonal	Temporary	Total
Executive offices.....	6	4	2	12
Licence and Bonding Branch.....	2	5	.....	7
Statistics Branch.....	8	14	4	26
Accounting Branch.....	6	3	.....	9
Inspection Branch.....	209	136	138	483
Weighing Branch.....	94	169	5	268
Registration Branch.....	7	5	.....	12
Grain Appeal Tribunals.....	3	.....	4	7
Research Laboratory.....	4	2	13	19
Wheat Bonus Branch.....	.....	.....	80	80
Total.....	339	338	246	923
As at December 31, 1930.....	336	341	230	907

The normal staff of the board has decreased during the year by sixty-four but the additional temporary staff necessary for handling the distribution of the wheat bonus brings the actual total of the staff as at December 31, 1931, to sixteen in excess of the number employed at December 31, 1930.

APPENDIX No. 2

REPORT OF REGISTRAR

J. RAYNER, Esq.,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following report covering the work of the Registration Branch for the crop year September 1, 1930, to August 31, 1931.

Prior to September 1, 1930, it was the practice to register warehouse receipts issued by licensees operating under a public terminal elevator licence as to weight and grade, and warehouse receipts issued by licensees operating under a private terminal elevator licence were registered as to weight only.

Under the Canada Grain Act, 1930, practically all of the terminal elevators previously operated as private terminal elevators were licensed as semi-public terminal elevators and the Act provides for the registration both as to weight and grade of all terminal warehouse receipts issued by public and semi-public terminal elevators. This change considerably increased the work of the Registration Branch necessitating the engagement of two extra clerks in the Winnipeg office and one extra clerk in the Vancouver office.

This change coming into effect just as the crop began to move naturally caused a little confusion for a few days, but the terminal elevator companies quickly adapted themselves to the new system and co-operated in supplying necessary reports and information required so that the new system was put into effect with a minimum disruption of the service.

The annual stocktaking which in the past applied to elevators operating under public terminal licences was applied this year to elevators operating under semi-public licence also. The statements of outstanding warehouse receipts compiled by the Registration Branch compared with the results of the weighover showed whether actual stocks were on hand to protect all outstanding warehouse receipts and in cases of differences, these were adjusted by licensees in accordance with the instructions of the board.

The following are the amounts registered and registered for cancellation at each point:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg*—</i>		
Wheat.....	153,625,772	181,764,144
Oats.....	15,340,040	17,940,983
Barley.....	12,355,380	26,873,205
Flax.....	2,542,590	3,469,683
Rejected mixed grain.....	166,592	255,831
Rye.....	7,333,637	8,421,433
Corn.....	24,905	44,442
<i>Vancouver—</i>		
Wheat.....	82,286,644	76,418,907
Oats.....	1,270,836	1,132,137
Barley.....	60,751	32,962
Flax.....	3,041	2,928
Rejected mixed grain.....	2,319	1,061
Rye.....	99,880	60,293
Corn.....	258,127	258,563
<i>Fort William—</i>		
Wheat.....	34,622,136	1,075,166
Oats.....	2,969,544	264,200
Barley.....	7,208,428	2,384,676
Flax.....	1,195,402	164,952
Rejected mixed grain.....	39,033	3,361
Rye.....	4,378,827	404,182
Corn.....	14,953	
<i>Calgary—</i>		
Wheat.....	2,226,947	2,944,732
Oats.....	24,930	40,586
Barley.....	15,538	19,312
Flax.....		149
Rejected mixed grain.....		1,205
Rye.....	5,582	5,601
<i>Edmonton—</i>		
Wheat.....	2,306,502	2,345,322
Oats.....	204,558	243,044
Barley.....	67,285	62,254
Rejected mixed grain.....	483	2,398
Corn.....	1,061	1,061
<i>Moose Jaw—</i>		
Wheat.....	3,104,699	3,490,755
Oats.....	911,548	887,116
Barley.....	447,825	440,543
Flax.....	10,584	10,291
Rejected mixed grain.....	31,243	37,579
Rye.....	55,633	54,704
<i>Saskatoon—</i>		
Wheat.....	1,283,745	3,096,469
Oats.....	412,200	424,077
Barley.....	36,929	34,366
Rejected mixed grain.....	1,639	2,760
Rye.....		7,671
<i>Total All Points—</i>		
Wheat.....	279,456,445	271,135,495
Oats.....	21,133,656	20,932,143
Barley.....	20,192,136	29,847,318
Flax.....	3,751,617	3,648,003
Rejected mixed grain.....	241,309	304,195
Rye.....	11,873,559	8,953,884
Corn.....	299,046	304,066

* The discrepancy between bushels registered and bushels registered for cancellation is chiefly explained by the fact that registrations at the head of the lakes are frequently registered for cancellation through the Winnipeg office.

Yours respectfully,
W. T. TODD,
Registrar.

APPENDIX No. 3
REPORT OF CHIEF INSPECTOR

WINNIPEG, MAN., November 14, 1931.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1930, to July 31, 1931.

WESTERN DIVISION

The crop of the year 1930, although larger than the crop of 1929, was considerably below an average crop. Excessive heat, drought and rust seriously affected the crop in large areas in the southern parts of the Prairie Provinces. Rains and heavy snows earlier than usual in the Northern sections delayed cutting and threshing. This snow practically all disappeared later in the fall and considerable grain was threshed during the winter and spring months. This grain came through the ordeal exceptionally well, the late fall and winter threshed grain, as could be expected, carried some excess moisture and some sprouts and consequently received lower grading, but as a whole, the crop of wheat produced was of excellent quality, and high grade.

The total inspections for the crop year 1930-31 in the Western Division amounted to 248,114 cars as against 191,204 cars for the previous year.

The total inspections from August 1, 1930, to July 31, 1931, are made up as follows:—

	Cars	Percentage
Wheat.....	208,897	84.20
Oats.....	15,098	6.09
Barley.....	14,754	5.95
Flaxseed	3,472	1.40
Rye.....	5,589	2.25
Mixed grain.....	205	0.08
Buckwheat.....	4	0.00
Corn.....	3	0.00
Screenings.....	92	0.03
Total.....	248,114	100.00

The grades of wheat are as follows:—

	Cars	Percentage
1 Manitoba Hard.....	17,553	8.40
1 Manitoba Northern.....	66,649	31.91
2 Manitoba Northern.....	44,653	21.38
3 Manitoba Northern.....	10,886	5.21
4 Manitoba Northern.....	3,606	1.73
No. 5.....	560	0.27
No. 6.....	125	0.06
No. 4 Special.....	944	0.45
No. 5 Special.....	412	0.20
No. 6 Special.....	99	0.05
Feed.....	122	0.06
Sample wheat.....	45	0.02
Smutty.....	2,262	1.08
Tough.....	47,164	22.59
Damp.....	3,044	1.46
Rejected.....	689	0.33
Condemned.....	8	0.00
1 Amber Durum.....	3,378	1.62
2 Amber Durum.....	2,271	1.09
3 Amber Durum.....	1,011	0.48
4 Amber Durum.....	140	0.07
6 Amber Durum.....	1	0.00
Smutty Amber Durum.....	1,471	0.70
Tough Amber Durum.....	29	0.01
Damp Amber Durum.....	3	0.00

The grades of wheat—*Concluded*

	Cars	Percentage
Rejected Amber Durum.....	365	0.18
Red Durum.....	3	0.00
1 White Spring.....	340	0.16
2 White Spring.....	300	0.14
3 White Spring.....	142	0.07
4 White Spring.....	1	0.00
Smutty White Spring.....	3	0.00
Tough White Spring.....	9	0.00
Damp White Spring.....	2	0.00
Rejected White Spring.....	16	0.01
No. 1 mixed wheat.....	47	0.02
No. 2 mixed wheat.....	49	0.02
No. 3 mixed wheat.....	18	0.01
No. 4 mixed wheat.....	46	0.02
No. 5 mixed wheat.....	3	0.00
No. 6 mixed wheat.....	74	0.04
Tough mixed wheat.....	7	0.00
Damp mixed wheat.....	3	0.00
Smutty mixed wheat.....	24	0.01
Rejected mixed wheat.....	7	0.00
1 Alberta Red Winter.....	163	0.08
2 Alberta Winter.....	116	0.06
3 Alberta Winter.....	6	0.00
Smutty Alberta Winter.....	19	0.01
Tough Alberta Winter.....	7	0.00
Rejected Alberta Winter.....	2	0.00
Total.....	208,897	100.00

The grades of oats are as follows:—

	Cars	Percentage
1 C.W.....	41	0.27
2 C.W.....	2,939	19.46
3 C.W.....	3,444	22.81
Special feed.....	56	0.37
Ex. 1 feed.....	205	1.37
1 feed.....	2,628	17.41
2 feed.....	1,141	7.56
3 feed.....	131	0.87
Mixed feed.....	24	0.16
Rejected.....	29	0.19
Sample oats.....	2	0.01
Tough.....	4,369	28.93
Damp.....	89	0.59
Total.....	15,098	100.00

The grades of barley are as follows:—

	Cars	Percentage
2 C.W. (six-row).....	6	0.03
3 Ex. C.W. (six-row).....	1,103	7.47
2 CW. (two-row).....	20	0.13
3 Ex. C.W. (two-row).....	125	0.84
2 C.W. (trebi).....	1	0.00
3 Ex C.W. (trebi).....	82	0.55
3 C.W.....	10,237	69.51
4 C.W.....	1,716	11.63
5 C.W.....	645	4.36
6 C.W.....	107	0.71
Rejected.....	13	0.07
Tough.....	610	4.11
Damp.....	89	0.59
Total.....	14,754	100.00

The grades of flax are as follows:—

	Cars	Percentage
1 C.W.....	2,984	85.94
2 C.W.....	168	4.83
3 C.W.....	67	1.96
4 C.W.....	15	0.43
Rejected.....	3	0.08
Tough.....	226	6.51
Damp.....	2	0.05
Sample flax.....	7	0.20
Total.....	3,472	100.00

The grades of rye are as follows:—

	Cars	Percentage
1 C.W.....	514	9.17
2 C.W.....	3,595	64.49
3 C.W.....	997	17.82
4 C.W.....	70	1.24
Ergoty rye.....	65	1.15
Rejected.....	36	0.62
Tough.....	306	5.43
Damp.....	6	0.08
Total.....	5,589	100.00

The grades of mixed grain are as follows:—

	Cars	Percentage
No. 1.....	43	20.97
No. 2.....	23	11.22
No. 3.....	95	46.35
Tough.....	35	17.07
Damp.....	5	2.44
Rejected.....	4	1.95
Total.....	205	100.00

The number of cars of grain inspected at the various inspection points during crop year August 1, 1930, to July 31, 1931, are as follows:—

Point	Cars	Percentage
Winnipeg.....	145,511	58.64
Calgary.....	28,377	11.44
Edmonton.....	30,053	12.12
Moose Jaw.....	15,528	6.26
Saskatoon.....	24,359	9.82
Medicine Hat.....	2,247	0.91
Superior.....	551	0.22
Vancouver.....	1,469	0.59
Prince Rupert.....	19	0.00
Total.....	248,114	100.00

Summary of cars reinspected at Winnipeg:—

	Cars	Percentage
Left as graded.....	8,548	72.70
Grades raised.....	2,187	18.60
Grades lowered.....	189	1.61
Dockage raised.....	158	1.35
Dockage lowered.....	675	5.74
Total.....	11,757	100.00

Summary of cars reinspected at Calgary:—

	Cars	Percentage
Left as graded.....	2,446	44.27
Grades raised.....	1,641	29.70
Grades lowered.....	485	8.78
Dockage raised.....	413	7.48
Dockage lowered.....	540	9.77
Total.....	5,525	100.00

Summary of cars reinspected at Edmonton:—

	Cars	Percentage
Left as graded.....	7,353	85.36
Grades raised.....	888	10.31
Grades lowered.....	54	0.62
Dockage raised.....	81	0.94
Dockage lowered.....	239	2.77
Total.....	8,615	100.00

Summary of cars reinspected at Saskatoon:—

	Cars	Percentage
Left as graded.....	2,370	75.30
Grades raised.....	683	21.69
Grades lowered.....	19	0.60
Dockage raised.....	19	0.60
Dockage lowered.....	57	1.81
Total.....	3,148	100.00

Summary of cars reinspected at Moose Jaw:—

	Cars	Percentage
Left as graded.....	1,035	69.23
Grades raised.....	323	21.61
Grades lowered.....	44	2.94
Dockage raised.....	25	1.67
Dockage lowered.....	68	4.55
Total.....	1,495	100.00

Summary of cars reinspected at Medicine Hat:—

	Cars	Percentage
Left as graded.....	37	61.67
Grades raised.....	12	20.00
Grades lowered.....	6	10.00
Dockage raised.....	3	5.00
Dockage lowered.....	2	3.33
Total.....	60	100.00

RECAPITULATION OF REINSPECTIONS

	Cars	Percentage	Percentage of total inspections
Left as graded.....	21,789	71.21	8.78
Grades raised.....	5,734	18.74	2.31
Grades lowered.....	797	2.60	0.32
Dockage raised.....	699	2.28	0.28
Dockage lowered.....	1,581	5.17	0.64
Total.....	30,600	100.00	12.33
Total reinspections.....	30,600		12.33
Left as graded.....	21,789	8.78	
Total changes.....	8,811	3.55	12.33

Summary of cars appealed at Winnipeg:—

	Cars	Percentage
Left as graded originally.....	705	91.44
Grades raised.....	64	8.30
Grades lowered.....	2	0.26
Dockage raised.....	.....	.....
Dockage lowered.....	.....	.....
Total.....	771	100.00

Summary of cars appealed at Calgary:—

	Cars	Percentage
Left as graded originally.....	371	76.81
Grades raised.....	80	16.56
Grades lowered.....	16	3.31
Dockage raised.....	4	0.83
Dockage lowered.....	12	2.49
Total.....	483	100.00

Summary of cars appealed at Edmonton:—

	Cars	Percentage
Left as graded originally.....	704	92.51
Grades raised.....	46	6.05
Grades lowered.....	3	0.39
Dockage raised.....	1	0.13
Dockage lowered.....	7	0.92
Total.....	761	100.00

TRADE AND COMMERCE
RECAPITULATION OF APPEALS

	Cars	Cars	Percentage of total inspections sustained and changed	Percentage of total inspections
Total cars appealed.....		2,015		.812
Grades sustained.....	1,780		.717	
Grades changed.....	235	2,015	.095	.812
Grades changed.....		235		.095
Grades raised.....	190		.077	
Grades lowered.....	21		.008	
Dockage raised.....	5		.002	
Dockage lowered.....	19	235	.008	.095

RECEIPTS AND SHIPMENTS OF GRAIN AT FORT WILLIAM, PORT ARTHUR,
VANCOUVER, PRINCE RUPERT, VICTORIA, DULUTH, SUPERIOR,
DURING THE YEAR AUGUST 1, 1930, TO JULY 31, 1931

FORT WILLIAM—PORT ARTHUR

	Receipts Bushels	Shipments Bushels
Wheat.....	185,474,484	174,833,285
Oats.....	16,074,379	15,910,805
Barley.....	17,856,594	25,000,470
Flax seed.....	3,664,946	3,353,963
Rye.....	7,602,402	3,240,022
Mixed grain.....	211,640	245,546
	230,884,445	222,584,091

VANCOUVER

	Bushels	Bushels
Wheat.....	75,893,715	73,049,999
Oats.....	1,905,082	1,308,044
Barley.....	195,458	36,425
Rye.....	152,305	54,210
Flax seed.....	3,625	1,565
Mixed grain.....	4,958	355
	78,155,143	74,450,598

PRINCE RUPERT

	Bushels	Bushels
Wheat.....	373,638	1,259,499
Oats.....		1,328
Barley.....		94
	373,638	1,260,921

VICTORIA

	Bushels	Bushels
Wheat.....	933,422	946,516
Oats.....	523	4,954
	933,945	951,470

DULUTH—SUPERIOR

	Bushels	Bushels
Wheat.....	513,923	539,931
Oats.....		4,915
Barley.....	333,935	406,399
Flax seed.....	736	736
	848,594	951,981

EASTERN DIVISION

Cargoes and cars inspected and sampled in the Eastern Division during the year August 1, 1930, to July 31, 1931:—

GRAIN OF UNITED STATES PRODUCTION CARGOES INSPECTED AT MONTREAL

	Bushels	Bushels
No. 1 Hard Winter.....	85,294	
No. 2 Hard Winter.....	748,211	
No. 3 Hard Winter.....	21,917	
No. 2 Amber Durum.....	1,519,072	
No. 2 Mixed Durum.....	16,000	
No. 2 Red Durum.....	40,000	
No. 2 Rye.....	69,996	
	<hr/>	2,500,490

GRAIN OF UNITED STATES AND CANADIAN PRODUCTION
CARGOES INSPECTED AT MONTREAL AND WEST SAINT JOHN

	Bushels	Bushels
No. 2 Amber Durum.....	7,659,195	
No. 2 Mixed Durum.....	583,400	
No. 2 Rye.....	1,794,547	
No. 1 Mixed Feed Oats.....	134,459	
	<hr/>	10,171,601
At Montreal.....	10,627,758	12,672,091
At West Saint John.....	2,044,333	
	<hr/>	12,672,091

GRAIN OF EASTERN DIVISION

CARS INSPECTED AT MONTREAL

	Cars	Cars	Cars
No. 2 white oats.....	17		
No. 3 white oats.....	75		
No. 4 white oats.....	71		
No grade oats.....	3		
Rejected.....	16		
	<hr/>	182	
Mixed grain.....	6	6	
No. 2 barley.....	2		
No. 3 barley.....	5		
No. 4 barley.....	5		
	<hr/>	12	
No. 2 buckwheat.....	11	11	211

CARS INSPECTED AT TORONTO

Wheat—

No. 2 red winter.....	20
No. 2 white winter.....	10
No. 3 winter.....	64
No. 2 mixed winter.....	161
No. 1 commercial wheat.....	28
No. 2 commercial wheat.....	19
Rejected mixed wheat.....	5
	<hr/>

307

Oats—

No. 2 white.....	27
No. 3 white.....	15
No. 4 white.....	7
	<hr/>

49

Barley—

No. 3 extra.....	23
No. 3 barley.....	14
No. 4 barley.....	11
Rejected.....	1
	<hr/>

49

Buckwheat—

No. 2 buckwheat.....	164
No. 3 buckwheat.....	13
	<hr/>

177

582

Total cars.....

793

TRADE AND COMMERCE

CARGOES SAMPLED FOR ACCOUNT OF THE BOARD ON WHICH NO FEES WERE COLLECTED

WESTERN DIVISION GRAIN			
	Bushels	Bushels	Bushels
Wheat.....	71,989,185		
Oats.....	2,070,386		
Barley.....	11,464,094		
Rye.....	81,498		
		85,605,163	
ARGENTINE GRAIN			
Corn.....		629,025	
SOUTH AFRICAN GRAIN			
Corn		1,082,748	
			87,316,936

CARGOES SAMPLED FOR ACCOUNT OF SHIPPERS, ON WHICH FEES WERE COLLECTED

WESTERN DIVISION GRAIN			
Wheat.....	4,994,561		
Oats.....	763,311		
Barley.....	4,083,004		
Groats.....	19,103		
Screenings.....	39,532		
		9,899,511	
UNITED STATES GRAIN			
Wheat.....	6,431,063		
Barley.....	104,801		
Rye.....	281,000		
		6,816,864	
ARGENTINE GRAIN			
Corn.....		2,554,185	
SOUTH AFRICAN GRAIN			
Corn.....		399,172	
EASTERN DIVISION GRAIN			
Buckwheat.....		12,282	19,682,014
			106,998,950
At Montreal.....	84,695,904		
Saint John.....	9,425,458		
Sorel.....	6,577,631		
Quebec.....	6,219,577		
Portland.....	80,380		
			106,998,950

CARS SAMPLED FOR OWNER'S ACCOUNT AND FEES COLLECTED

Place of Origin	Cars Wheat	Cars Oats	Cars Barley	Cars Rye	Cars Corn	Cars Flour	Total
Can. Western Div.....	144	201	135	46			526
Can. Eastern Div.....	3	2	15			2	22
United States.....	20		1	2			23
Argentine.....					471		471
	167	203	151	48	471	2	1,042

Sampled at—	Cars
Montreal Harbour Commission Elevators.....	872
Montreal Harbour Commission Yards.....	1
Montreal Rail and Water Terminal.....	1
Quebec Harbour Commission Elevators.....	19
Ogilvies Flour Mill, Montreal.....	6
Point St. Charles.....	71
St. Henry.....	5
Outremont.....	28
Mile End.....	10
Hochelaga.....	25
Quyon.....	1
Angeline.....	1
St. Rosalie.....	1
St. Hyacinthe.....	1
	1,042

GARNET WHEAT

GARNET WHEAT, crop year August 1, 1930, to July 31, 1931, graded into the Two Northern and lower grades of Red Spring Wheat at inspection points in the Western Division.

Inspected at	Total Cars Red Spring	Cars Containing Garnet	Percentage of Garnet
Vancouver.....	1,287	443	34.42
Edmonton.....	27,530	8,871	32.22
Calgary.....	27,112	6,406	23.62
Saskatoon.....	20,206	3,267	16.16
Winnipeg.....	107,288	12,760	11.89
Moose Jaw.....	13,304	57	0.42
Medicine Hat.....	2,075	1	0.05
Total.....	198,802	31,805	15.998%

JAS. D. FRASER,
Chief Inspector.

APPENDIX No. 4

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esq.,
The Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1931:—

ELEVATORS

WESTERN DIVISION

In the crop year under review this branch maintained staffs at one hundred and twelve (112) elevators licensed by the board as follows. thirty-three (33) at the head of the lakes, thirty-three (33) at Pacific coast ports and forty-six (46) at interior points; an increase of ten (10) over the preceding crop year.

The equipment used in weighing and handling grain in the above elevators has been under the constant supervision of the weighmasters and the upkeep has been very satisfactory.

EASTERN DIVISION

Staffs have been maintained at seven (7) ports in this division, being employed on a fees basis.

SCALES

WESTERN DIVISION

Under my authority as elevator scale inspector, the regular annual inspection of scales was carried out as provided for by the Weights and Measures Act, for which certificates of verification were issued and fees collected and remitted to the following district inspectors of Weights and Measures:—

J. B. Attridge, Winnipeg.....	\$ 2,368.70
E. B. Lorrimer, Regina.....	79.60
W. Wallace, Saskatoon.....	77.60
A. E. Cable, Calgary.....	129.30
J. M. McLeod, Edmonton.....	61.00
A. H. Dutton, Vancouver.....	651.45

\$ 3,367.65

(Detailed statement of above attached.)

In the terminal elevators at the head of the lakes there are two hundred and two (202) scales of varying capacity. These scales have been kept in good repair by a scale mechanic employed by the various elevator companies.

In the Government interior elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge and in the terminals loading to tidewater at Vancouver, Prince Rupert, Victoria, New Westminster and Port Churchill, there are one hundred and three (103) scales, making a total of three hundred and five (305) scales under my supervision, which have been inspected twice during the year. The semi-annual test is made to insure the continued accuracy of the scales, for which there is no charge. Special tests were made at various elevators upon request and when found necessary.

EASTERN DIVISION

The inspection of scales in this division was carried out by Mr. A. A. Bowen of Montreal, under his authority as Weights and Measures inspector.

WEIGHING STAFF

During the past crop year there have been twenty-three (23) additions to the weighing staff in the Western Division and a corresponding number of separations, details of which are given below:—

Superannuated.....	1
Resigned.....	2
Discharged.....	1
Laid off.....	19
	<hr/>
	23

Staffs were maintained at the following points:—

Ontario.—Port Arthur, Kenora, Fort William and Keewatin.

Manitoba.—Winnipeg and Portage la Prairie.

Saskatchewan.—Saskatoon, Moose Jaw and Facteria.

Alberta.—Medicine Hat, Edmonton and Calgary.

British Columbia.—Vancouver, New Westminster, Prince Rupert and Victoria.

LEAK AND SEAL INSPECTION

Following is a report showing the number of men employed and the cost of operating and maintaining the leak and seal inspection in the railway yards at Winnipeg for the past crop year:—

	Maximum number men employed	Amount
1930—August.....	28	\$ 2,807.55
September.....	37	3,628.67
October.....	36	3,922.00
November.....	36	3,970.00
December.....	36	3,896.00
1931—January.....	36	3,796.00
February.....	30	3,272.00
March.....	28	2,681.48
April.....	26	2,489.96
May.....	26	2,391.49
June.....	26	2,676.31
July.....	26	3,002.00
		<hr/>
2 clerks Grade 3, 1 typist, 1 supervisor.....		\$ 38,533.46
		5,265.00
		<hr/>
Total Cost.....		\$ 43,798.46
		<hr/>
Condition reports completed for grain trade.....		19,541
Revenue derived from condition reports.....		\$ 4,550.25

	Cars inspected	Cars leaking and defective	Seals missing and defective	Per cent
C.P.R. Yards.....	82,657	14,144	1,854	19.4
C.N.R. Yards.....	52,262	9,240	601	18.8
G.T.P. Yards.....	39,700	5,983	81	15.3
	<hr/>	<hr/>	<hr/>	
	174,619	29,367	2,536	

SUMMARY

Total cost.....	\$ 43,798.46
Total revenue.....	4,550.25
Total cars inspected.....	174,619
Total cars defective.....	31,903
Total condition reports.....	19,541

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ended July 31, 1931.

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Cars	Gross receipts from west	Cars	Transfer receipts	Vessel transfer receipts	Grand total	
						Cars	Receipts
Wheat.....	136,848	190,364,176-30	2,036	2,845,401-20	3,859,136-10	138,884	197,068,714-00
Oats.....	7,532½	16,115,360-00	973½	1,907,787-22	873,068-02	8,506	18,896,215-24
Barley.....	11,176	17,895,725-24	725	1,205,009-18	1,740,381-37	11,901	20,841,116-31
Flaxseed.....	3,082½	4,057,019-22	6	6,122-14	12,313-40	3,088½	4,075,455-20
Rye.....	5,476	7,806,945-50	793	1,227,677-26	3,014,285-16	6,269	12,048,908-36
Corn ex-vessel.....	.....	24,931-14	20	29,840-00	.....	20	54,771-14
Mixed grain.....	147½	10,661,956 lbs.	39½	2,514,440 lbs.	278,116 lbs.	187	13,454,512 lbs.
Screenings.....	73	4,410,754 lbs.	58	2,639,820 lbs.	.....	131	7,050,574 lbs.

SHIPMENTS

Grain	Lake	Cars	Rail	Cars	Transfers	Vessel transfers	Milled	Grand total	
								Cars	Bushels
Wheat.....	175,066,486-56	236	301,219-50	2,032	2,848,274-10	3,858,846-00	1,169,340-10	2,268	183,244,167-06
Oats.....	16,271,696-24	621½	1,289,908-07	987½	1,946,206-12	873,068-02	1,376,695-22	1,609	21,757,574-33
Barley.....	25,091,679-12	35	58,810-02	730	1,205,228-39	1,740,735-07	54,141-13	765	28,150,594-25
Flaxseed.....	3,403,614-26	134	201,020-30	5	5,677-12	12,313-40	56-04	139	3,622,682-00
Rye.....	3,193,333-45	.....	52-28	819	1,268,523-15	3,612,885-55	75-30	819	8,074,871-05
Corn ex vessel.....	.....	7	9,978-12	10	14,946-44	.....	24,121-24	17	49,046-24
Mixed grain.....	.....	11	671,550 lbs.	36½	2,392,760 lbs.	295,796 lbs.	627,660 lbs.	47½	3,987,766 lbs.
Screenings.....	108,613,230 lbs.	1,290½	55,491,660 lbs.	58	2,711,380 lbs.	.....	3,726,440 lbs.	1,348½	170,542,710 lbs.

RECEIPTS

GRAIN COMMISSION

Grain	Cars	Receipts	Transfer		Total receipts	
			Cars	Receipts	Cars	Bushels
Wheat.....	51,093½	77,101,839-05	903	1,769,936-00	51,996½	78,871,775-05
United States wheat.....	86	129,152-50	4	8,054-00	90	137,206-50
Oats.....	836½	1,913,512-33	347	775,783-18	1,183½	2,689,296-17
Barley.....	126½	195,954-00	2	2,999-28	128½	198,953-28
Flaxseed.....	2½	3,770-43	.....	576-00	2½	4,346-43
Rye.....	100	154,748-37	8	13,029-26	108	167,778-07
Corn.....	322	782,401-18	217	313,767-08	539	1,246,974-40
Corn.....	Ex Vessel	150,806-14	1	80,120 lbs.	5½	330,070 lbs.
Mixed grain.....	4½	249,950 lbs.	245	15,038,730 lbs.	255	15,685,170 lbs.
Screenings.....	10	646,440 lbs.				

SHIPMENTS

Grain	Ocean	Cars	Rail	Transfers		Total shipments	
				Cars	Rail	Cars	Bushels
Wheat.....	72,863,444-30	141	189,738-20	895	1,758,232-40	1,036	74,811,415-30
United States wheat.....	.....	4	8,054-00	.....	.....	4	8,054-00
Oats.....	1,234,475-30	26	73,568-32	356	793,802-22	382	2,101,847-16
Barley.....	25,000-00	5½	11,425-00	1	1,712-04	6½	38,137-04
Flaxseed.....	.....	1	1,614-36	.....	1,579-16	1	3,193-52
Rye.....	53,146-00	½	1,064-16	7	11,250-00	7½	65,460-16
Corn.....	.....	118	163,513-22	228	330,238-54	346	493,752-20
Mixed grain.....	.....	1	17,760 lbs.	.....	80,060 lbs.	1	97,820 lbs.
Screenings.....	.....	396	25,267,230 lbs.	257	15,615,190 lbs.	653	40,882,420 lbs.

TRADE AND COMMERCE

VICTORIA, B.C.

RECEIPTS

Grain	Cars	Receipts	Transfer Receipts	Total Receipts	
				Cars	Bushels
Wheat.....	676	948,129-50	21,703-20	676	969,833-10
Oats.....		555-30			555-30

SHIPMENTS

Grain	Ocean	Vessel Transfer	Cars	Rail	Total Shipments	
					Cars	Bushels
Wheat.....	946,515-50	21,703-20				968,219-10
Oats.....				4,953-28		4,953-28
Corn.....			1	10,160-10	1	10,160-10
Screenings.....				179,410 Lbs.		179,410 Lbs.

PRINCE RUPERT, B.C.

RECEIPTS

Grain	Cars	Receipts	Transfer Receipts	Total Receipts	
				Cars	Bushels
Wheat.....	273	378,129-50		273	378,129-50

SHIPMENTS

Grain	Ocean	Ocean Transfer	Cars	Rail	Total Shipments	
					Cars	Bushels
Wheat.....	1,255,333-20			4,166-10		1,259,499-30
Oats.....		7,058-18	½	1,328-08	½	8,386-26
Barley.....				93-36		93-36
Screenings.....		107,240 Lbs.				107,240 Lbs.

CANADIAN GOVERNMENT INTERIOR ELEVATORS

Grain	Receipts		Shipments	
	Cars	Bushels	Cars	Bushels
Wheat.....	6,731	9,884,033-50	6,589	11,146,746-50
Oats.....	702	1,488,335-00	783	1,652,911-08
Barley.....	331	517,916-02	335	518,515-16
Flaxseed.....	7	10,345-42	7	10,613-38
Rye.....	29	49,475-46	38	60,887-44
United States corn.....	1	1,062-28	1	1,061-34
Mixed grain.....	25½	1,837,570 Lbs.	29	2,149,330 Lbs.
Screenings.....	8	399,390 Lbs.	142	8,561,792 Lbs.

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT
ELEVATORS, CROP YEAR 1930-31

	Bushels	Cars
Kenora.....	1,257,980	840
Keewatin.....	6,521,090	4,406
Winnipeg.....	18,608,120	12,356
Portage la Prairie.....	1,730,110	1,151
Saskatoon.....	9,113,400	6,137
Moose Jaw.....	6,901,580	4,727
Calgary.....	11,182,850	7,328
Edmonton.....	2,279,810	1,525
Medicine Hat.....	3,830,690	2,533
Totals.....	61,425,630	41,003

SHORTAGES—CARS

Very few complaints were received during the crop year, of shortages on cars unloaded at terminal points. Those received were carefully investigated and where it was proven that mishaps had occurred at unloading, elevator companies were asked to issue additional warehouse receipts to cover these claims, amounting to 14,720 pounds.

REPORT OF CARS ARRIVING AT DESTINATION WITH MISSING OR DEFECTIVE
SEALS—WESTERN DIVISION—CROP YEAR ENDED JULY 31, 1931

Missing Seals

Via Canadian Pacific Railway... 3,285
Via Canadian National Railway. 1,593

Broken Seals

Via Canadian Pacific Railway.... 334
Via Canadian National Railway.. 108

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN
DIVISION DURING THE CROP YEAR 1930-31

CANADIAN PACIFIC RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1930—August.....	187	511	64	751	4	20	217	1,754
September.....	426	1,690	125	1,889	3	40	463	4,636
October.....	155	635	66	963	3	25	292	2,139
November.....	125	412	42	556	2	19	181	1,337
December.....	51	165	19	274	.....	4	163	676
1931—January.....	38	64	9	159	.....	4	95	369
February.....	50	140	17	274	1	2	86	570
March.....	57	154	12	317	.....	6	85	631
April.....	61	270	10	421	.....	5	92	859
May.....	108	386	24	443	.....	24	96	1,081
June.....	114	703	27	569	1	15	151	1,580
July.....	78	297	24	360	.....	14	102	875
	1,450	5,427	439	6,976	14	178	2,023	16,507

REPORT OF CARS LEAKING ON ARRIVAL AT DESTINATION IN THE WESTERN DIVISION DURING THE CROP YEAR 1930-31—*Concluded*

CANADIAN NATIONAL RAILWAY

Month	Door post	End	Draw bar	Side	King bolt	Floor	Grain door	Total
1930—August.....	236	628	20	593	.....	11	101	1,589
September.....	345	1,814	86	974	2	14	406	3,641
October.....	278	881	79	659	1	7	361	2,266
November.....	204	623	35	486	1	20	135	1,504
December.....	155	366	37	369	.....	7	167	1,101
1931—January.....	75	170	15	154	.....	1	83	498
February.....	110	269	19	224	.....	3	103	728
March.....	133	261	11	304	1	2	46	758
April.....	141	318	26	521	.....	5	116	1,127
May.....	100	359	32	771	.....	4	211	1,477
June.....	138	497	45	942	.....	8	121	1,751
July.....	117	256	24	473	1	7	77	955
	2,032	6,442	429	6,470	6	89	1,927	17,395

SUMMARY

Total leaking cars via Canadian Pacific Railway.....	16,507
Total leaking cars via Canadian National Railway.....	17,395
Total.....	33,902
Transferred <i>en route</i> on account of bad order.....	256

REPORTED VESSEL SHORTAGES

Reported shortages on the outturn of cargoes loaded at Fort William and Port Arthur and unloaded at Eastern Canadian and American ports in the crop year under review show a considerable improvement over the preceding year. The average reported net shortage or overage of pounds per 1,000 bushels on the various grains, was as follows:—

Grain	Canadian ports	American ports short	Average Canadian and American ports
Wheat.....	19.53 short	1.08	9.77 short
Oats.....	17.2 short	6.87	16.2 short
Barley.....	19.11 short	5.24	15.87 short
Flaxseed.....	17.32 over	13.37	1.22 short
Rye.....	43.53 short	65.08	48.23 short
PER TON			
Mixed feed oats groats.....	1.53 short	.....	1.53 short
Screenings.....	2.42 short	5.82	4.8 short

Complaints of serious shortages on the outturns of some cargoes were received. The records of the weighing and loading of the said cargoes were rechecked and thorough investigations made at the loading elevators failed to find any cause for these alleged shortages.

Some unloading elevators report satisfactory outturns, which indicates close and careful handling and weighing, while others continue to report serious shortages. In view of the fact that the same care and close supervision is exercised

by our weighmen in the weighing of all cargoes, it is difficult to understand why the average reported shortages at the various unloading elevators on wheat, vary from 1.15 pounds per 1,000 bushels to over 30 pounds per 1,000 bushels.

STATEMENT SHOWING THE SHIPMENTS OF GRAIN FROM PORT ARTHUR AND FORT WILLIAM DURING CROP YEAR 1930-1931

Grain	Canadian ports	United States ports	Total
Wheat.....	82,406,892-16	92,659,594-40	175,066,486-56
Oats.....	14,381,615-00	1,548,216-14	15,929,831-14
Barley.....	19,230,600-45	5,861,078-15	25,091,679-12
Flaxseed.....	1,347,295-00	2,056,319-26	3,403,614-26
Rye.....	2,497,466-01	695,867-44	3,193,333-45
	tons	tons	tons
Mixed feed oats groats.....	5,811-1,420	.....	5,811-1,420
Screenings.....	16,162-1,850	38,143-1,380	54,306-1,230

ANNUAL WEIGH-UP

All the stocks of grain in store in the public, semi-public and private terminal licensed elevators operating in the Western Division, were officially weighed up and statements of the correct quantities of each grade in store were forwarded to the Board.

The stocks of grain in store in elevators operating under the said licences were very heavy, approximately 70,000,000 bushels being weighed over, which taxed the resources of the executive officers of this branch to the utmost, in order to have all weigh-ups completed by the end of the crop year.

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 21, 1931.

BOARD OF GRAIN COMMISSIONERS FOR CANADA—CHIEF WEIGHMASTER'S OFFICE

REPORT OF SCALES INSPECTED IN ELEVATORS—WESTERN DIVISION, YEAR 1930-31

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspection
PUBLIC TERMINALS												
<i>Fort William—</i> Grand Trunk Pacific.....	1910	5,750,000	10 hoppers.....	Gurney.....	lb. 120,000	5	5	1910	Annually.....	120.00	Semi-annually..	
<i>Port Arthur—</i> Canadian Government.....	1913	3,250,000	10 hoppers..... 1 automatic... 1 platform....	Fairbanks.... Fairbanks.... Fairbanks....	120,000 180 600	5 Bagger	5	1913	Annually..... Annually..... Annually.....	120.00 2.50 1.00	Semi-annually..	
<i>Moose Jaw—</i> Canadian Government.....	1914	5,500,000	6 hoppers..... 2 automatic... 2 platform....	Fairbanks.... Fairbanks.... Gurney.....	120,000 180 1,200	3 Bagger	3	1914 1915 1915	Annually..... Annually..... Annually.....	72.00 4.60 3.00	Semi-annually..	1 special test.
<i>Saskatoon—</i> Canadian Government.....	1914	5,500,000	6 hoppers..... 2 automatic... 1 platform....	Gurney..... Fairbanks.... Fairbanks....	120,000 180 600	3 Bagger	3	1914 1915 1915	Annually..... Annually..... Annually.....	72.00 4.60 1.00	Semi-annually..	
<i>Calgary—</i> Canadian Government.....	1915	2,500,000	6 hoppers..... 1 automatic... 1 platform....	Fairbanks.... Fairbanks.... Fairbanks....	120,000 180 600	3 Bagger	3	1915 1915 1915	Annually..... Annually..... Annually.....	72.00 2.30 1.00	Semi-annually..	
<i>Edmonton—</i> Canadian Government.....	1924	2,500,000	5 hoppers..... 1 platform....	Gurney..... Fairbanks....	120,000 500	3	2	1924 1925	Annually..... Annually.....	60.00 1.00	Semi-annually..	1 special test.
<i>Lethbridge—</i> Canadian Government.....	1931	1,250,000	4 hoppers.....	Fairbanks....	150,000	2	2	1931	Annually.....	54.00	Semi-annually..	
<i>Port Churchill—</i> Canadian Government.....	1931	2,500,000	8 hoppers.....	Gurney.....	150,000	4	4	1931	Annually.....	108.00	Semi-annually..	
<i>Vancouver—</i> Pacific Terminal.....	1916	1,250,000	3 hoppers..... 3 automatic... 3 automatic... 1 platform....	Fairbanks.... Richardson... Richardson... Fairbanks....	120,000 10,000 180 1,000	..... 3 Bagger	3	1916 1916 1916 1922	Annually..... Annually..... Annually..... Annually.....	36.00 54.00 9.45 1.00	Semi-annually.. Semi-annually..	1 special test.
SEMI-PUBLIC TERMINALS												
<i>Fort William—</i> Northland "D"	1896 1908 1908 1914	7,500,000	3 hoppers..... 4 hoppers..... 4 hoppers..... 5 hoppers.....	Fairbanks.... Gurney..... Gurney..... Gurney.....	96,000 96,000 120,000 60,000	3 4 5	..... ..... 4	1896 1908 1908 1914	Annually..... Annually..... Annually..... Annually.....	36.00 48.00 48.00 40.00	Semi-annually.. Semi-annually.. Semi-annually.. Semi-annually..	1 special test

Saskatchewan Pool No. 8.....	1903	2,500,000	8 hoppers.....	Fairbanks.....	100,000	4	4	1903	Annually.....	96.00	Semi-annually..	1 special test.
Canadian Consolidated Grain.....	1904	1,750,000	2 hoppers.....	Fairbanks.....	72,000	2	.....	1903	Annually.....	20.00	Semi-annually..	
Western.....	1907	2,850,000	8 hoppers.....	Fairbanks.....	96,000	4	4	1904	Annually.....	96.00	Semi-annually..	
Western—2nd Unit.....	1914	.....	3 hoppers.....	Fairbanks.....	96,000	2	1	1907	Annually.....	36.00	Semi-annually..	
Western—3rd Unit.....	1923	.....	4 hoppers.....	Fairbanks.....	120,000	2	2	1914	Annually.....	48.00	Semi-annually..	
	1915	250,000	4 hoppers.....	Fairbanks.....	120,000	2	2	1923	Annually.....	48.00	Semi-annually..	
	1916	.....	1 hopper.....	Fairbanks.....	30,000	.....	1	1915	Dismantled.....	.....	.....
Ogilvies.....	1908	3,000,000	1 hopper.....	Fairbanks.....	96,000	1	.....	1916	Annually.....	12.00	Semi-annually..	
			2 hoppers.....	Fairbanks.....	30,000	2	.....	1908	Annually.....	12.00	Semi-annually..	
Federal (Consolidated).....	1909	1,750,000	4 hoppers.....	Gurney.....	120,000	.....	4	1914	Annually.....	48.00	Semi-annually..	
Federal—2nd Unit.....	1911	.....	3 hoppers.....	Fairbanks.....	96,000	2	1	1909	Annually.....	36.00	Semi-annually..	
Fort William "F".....	1913	1,750,000	3 hoppers.....	Gurney.....	120,000	2	1	1911	Annually.....	36.00	Semi-annually..	
			6 hoppers.....	Gurney.....	96,000	3	3	1913	Annually.....	72.00	Semi-annually..	1 special test.
Phoenix.....	1916	1,000,000	3 hoppers.....	Gurney.....	120,000	3	.....	1913	Annually.....	36.00	Semi-annually..	
			3 hoppers.....	Gurney.....	120,000	2	1	1916	Annually.....	36.00	Semi-annually..	
Federal—Northwestern.....	1922	3,000,000	1 hopper.....	Fairbanks.....	84,000	1	.....	1926	Annually.....	12.00	Semi-annually..	
Paterson's "O" and Annex "K".....	1925	.....	3 hoppers.....	Gurney.....	120,000	1	2	1922	Annually.....	36.00	Semi-annually..	
	1927	4,050,000	3 hoppers.....	Gurney.....	120,000	3	.....	1925	Annually.....	36.00	Semi-annually..	
			4 hoppers.....	Gurney.....	150,000	2	2	1927	Annually.....	54.00	Semi-annually..	1 special test.
			1 hopper.....	Fairbanks.....	60,000	1	.....	.....	Dismantled.....	.....	.....
Federal Grain—"Capitol".....	1917	65,000	1 hopper.....	Fairbanks.....	30,000	.....	.....	1913	Dismantled.....	.....	.....
Searle.....	1928	3,000,000	1 hopper.....	Fairbanks.....	42,000	S. & R.	1	1913	Dismantled.....	.....	.....
			4 hoppers.....	Fairbanks.....	72,000	.....	.....	1917	Annually.....	10.00	.....
				Fairbanks.....	150,000	2	2	1928	Annually.....	54.00	.....
PRIVATE TERMINALS												
Fort William—												
National Feed.....	1918	85,000	1 track.....	Gurney.....	200,000	S. & R.	.....	1918	Annually.....	20.00	emi-annually..	
			1 hopper.....	Gurney.....	30,000	1	.....	1918	Annually.....	6.00	Semi-annually..	
Empress Grain.....	1912	20,000	1 platform.....	Champion.....	1,200	.....	.....	1918	Annually.....	1.50	.....
			1 hopper.....	Gurney.....	12,000	S. & R.	.....	1912	Annually.....	3.50	.....
Phoenix Feed.....	1912	35,000	1 platform.....	B. S. & M.....	1,200	.....	.....	1912	Annually.....	1.50	.....
			1 hopper.....	Fairbanks.....	12,000	S. & R.	.....	1912	Annually.....	3.50	.....
MILL ELEVATORS												
Fort William—												
Ogilvie Feed Mill.....	1921	180,000	1 hopper.....	Fairbanks.....	84,000	S. & R.	.....	1921	Annually.....	12.00	.....
SEMI-PUBLIC TERMINALS												
Port Arthur—												
Gillespie Terminal.....	1905	1,375,000	1 hopper.....	Fairbanks.....	42,000	1	.....	1905	Not licensed.....	.....	.....
			2 hoppers.....	Fairbanks.....	120,000	1	1	1923	Not licensed.....	.....	.....
Canadian Consolidated Grain.....	1908	1,500,000	3 hoppers.....	Fairbanks.....	96,000	3	.....	1908	Annually.....	36.00	Semi-annually..	
			3 hoppers.....	Fairbanks.....	120,000	.....	.....	1908	Annually.....	36.00	Semi-annually..	
Manitoba Pool.....	1917	1,300,000	2 hoppers.....	Gurney.....	120,000	1	1	1917	Annually.....	24.00	Semi-annually..	
			1 hopper.....	Gurney.....	96,000	1	.....	1918	Annually.....	12.00	Semi-annually..	
			4 hoppers.....	Fairbanks.....	120,000	2	2	1918	Annually.....	48.00	Semi-annually..	1 special test.
Saskatchewan Pool No. 5.....	1918	2,100,000	4 hoppers.....	Gurney.....	120,000	2	2	1918	Annually.....	48.00	Semi-annually..	1 special test.
Eastern Terminal.....	1918	5,500,000	7 hoppers.....	Gurney.....	120,000	4	3	1918	Annually.....	84.00	Semi-annually..	
Superior Terminal.....	1922	900,000	3 hoppers.....	Gurney.....	120,000	2	1	1922	Annually.....	36.00	Semi-annually..	
Federal Grain—Stewart.....	1923	2,250,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually.....	60.00	Semi-annually..	
Bawlf Terminal.....	1923	2,350,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1923	Annually.....	60.00	Semi-annually..	
Reliance Terminal.....	1924	3,550,000	5 hoppers.....	Fairbanks.....	120,000	3	2	1924	Annually.....	60.00	Semi-annually..	1 special test.
United Grain Growers "A".....	1927	5,500,000	7 hoppers.....	Fairbanks.....	150,000	4	3	1927	Annually.....	94.50	Semi-annually..	1 special test.
Saskatchewan Pool No. 7.....	1928	6,900,000	11 hoppers.....	Gurney.....	150,000	6	5	1928	Annually.....	148.50	Semi-annually..	
Saskatchewan Pool No. 6.....	1920	7,398,800	9 hoppers.....	Fairbanks.....	120,000	5	4	1920	Annually.....	108.00	Semi-annually..	
Saskatchewan Pool No. 4.....	1917	6,568,410	8 hoppers.....	Gurney.....	120,000	4	4	1917	Annually.....	96.00	Semi-annually..	1 special test.

BOARD OF GRAIN COMMISSIONERS FOR CANADA—CHIEF WEIGHMASTER'S OFFICE—Continued

REPORT OF SCALES INSPECTED IN ELEVATORS—WESTERN DIVISION, YEAR 1930-31—Continued

Name of Elevator	Date of Construction	Storage	Number of Scales	Make	Capacity	Shipping	Receiving	Date Installed	Inspection Weights and Measures	Fees	Board Inspection	Special Inspection
PRIVATE TERMINALS												
<i>Port Arthur—</i> National.....	1916	bush.	1 hopper..... 1 platform..... 1 automatic....	Fairbanks..... B. S. & M..... Richardson....	60,000 1,200 180	S. & R. Bagger		1916 1918 1918	Annually..... Annually..... Annually.....	8.00 1.50 2.70	Semi-annually..	1 special test.
SEMI-PUBLIC TERMINALS												
<i>Vancouver, B.C.</i> Vancouver Terminal.....	1924	4,870,000	5 hoppers..... 1 hopper.....	Fairbanks..... Gurney.....	120,000 132,000	2 1	3	1924 1925	Annually..... Annually.....	60.00 13.00	Semi-annually..	
United Grain Growers.....	1923	1,630,000	3 hoppers..... 2 hoppers..... 1 hopper.....	Fairbanks..... Fairbanks..... Gurney.....	72,000 120,000 60,000	3 1	2	1923 1923 1924	Annually..... Annually..... Annually.....	30.00 24.00 8.00	Semi-annually..	
Alberta Pool No. 2.....	1924	1,650,000	2 hoppers..... 4 hoppers.....	Gurney..... Gurney.....	120,000 150,000	2 1	.....	1927 1924	Annually..... Annually.....	24.00 56.00	Semi-annually..	1 special test.
Columbia Terminal.....	1924	185,000	6 hoppers..... 2 hoppers.....	Gurney..... Fairbanks.....	72,000 60,000	6 2	3	1924 1924	Annually..... Annually.....	60.00 16.00	Semi-annually..	
Alberta Pool No. 1.....	1928	5,150,000	1 hopper..... 7 hoppers.....	Fairbanks..... Fairbanks.....	120,000 120,000	..... 4	1	1924 1928	Annually..... Annually.....	12.00 84.00	Semi-annually..	
Midland Pacific.....	1928	1,500,000	3 hoppers.....	Fairbanks.....	120,000	1	2	1928	Annually.....	36.00	Semi-annually..	1 special test.
<i>Prince Rupert, B.C.—</i> Alberta Pool.....	1925	1,250,000	5 hoppers.....	Gurney.....	120,000	3	2	1925	Annually.....	60.00	Semi-annually..	
<i>New Westminster, B.C.—</i> Fraser River Terminal.....	1929	700,000	3 hoppers.....	Gurney.....	120,000	1	2	1929	Annually.....	36.00	Semi-annually..	
<i>Victoria, B.C.—</i> Alberta Pool No. 3.....	1928	1,000,000	1 hopper..... 2 hoppers.....	Gurney..... Gurney.....	120,000 72,000	..... 2	1	1928 1928	Annually..... Annually.....	12.00 20.00	Semi-annually..	2 special tests.
		129,872,210								3.367.65		

APPENDIX No. 5

REPORT OF GENERAL MANAGER OF CANADIAN GOVERNMENT
ELEVATORS

During the year ended July 31, 1931, five elevators were operated by this department, viz., Port Arthur, Moose Jaw, Saskatoon, Calgary and Edmonton. The elevators at Prince Rupert and Halifax are still operated by other parties under lease.

Additional storage of 2,000,000 bushels each at Moose Jaw and Saskatoon was completed during the year and the new elevator under construction at Lethbridge will be ready for operation early in the new crop year.

That elevator, of 1,250,000 bushels capacity, is of modern fireproof construction, equipped with the most up-to-date machinery for the rapid and efficient handling, cleaning and drying of grain of all kinds.

The accumulation of screenings resulting from the cleaning of grain at this point should prove a great advantage to the live stock feeders of the Lethbridge district.

Early in the crop year the Diesel engine plant formerly used for generating power at the Moose Jaw elevator was dismantled and disposed of and direct connections made to city power lines, resulting in an increased and more economical power supply.

An event of outstanding importance was the cleaning and reshipment from Saskatoon elevator of the 500,000 bushels of wheat to Fort Churchill, comprising the two initial cargoes shipped from that point.

As shown by the following comparative statement, the total volume of grain handled by the five elevators was slightly greater than during the preceding crop year.

Elevator	1929-30	1930-31	Increase	Decrease	Net increase
Port Arthur.....	3,233,123	3,537,560	304,437	.....	.....
Moose Jaw.....	3,145,507	4,539,454	1,393,947	.....	.....
Saskatoon.....	2,831,192	1,771,984	.....	1,059,208	.....
Calgary.....	3,107,347	3,044,196	.....	63,151	.....
Edmonton.....	2,896,801	2,619,897	.....	276,904	.....
	15,213,970	15,513,091	1,698,384	1,399,263	299,121

The Moose Jaw and Saskatoon elevators again co-operated with the provincial Department of Agriculture in the handling and cleaning of large quantities of feed oats and barley, for distribution throughout southern Saskatchewan. Indications are that this business and the cleaning and distribution of seed grain will continue during the winter months.

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 6

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, January 13, 1932.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following statement showing the special investigations and work carried out by the laboratory during the past year:—

1. Survey of the Protein Content of the Contract Grades of Hard Red Spring Wheat grown in Western Canada during the crop year 1931.
2. Maximum, Minimum and Average Protein Content of the Contract Grades of Wheat grown in the three Prairie Provinces for the five years 1927, 1928, 1929, 1930 and 1931.
3. Complaint of the Liverpool Corn Trade Association.
4. Examination of Cargoes out of Montreal.
5. Quantity and Quality of Oil produced from Different Types and Varieties of Flax.
 Method of extraction.
 Experimental data.
 Physical and chemical data on the average grades of flax, December, 1931.
6. A study of the Suitability of Electrical Moisture Testers for the Determination of Moisture in Wheat for Grain Inspection Purposes.
7. Information for the Chief Inspector.
 - (a) Drying of Wheat.
 - (b) Spring Threshed Wheat.
 - (c) Variety Tests.
 Poulard.
 Aurora.
 - (d) Protein Content of Garnet Wheat.
8. Milling and Baking Characteristics of the Crop.
 - (a) Quality of the New Crop Wheat.
 - (b) Information Submitted to the Grain Standards Committee.
 - (c) Study of the Lower Grades.
 - (d) Comparison of the Chief Characteristics of the Standards and Averages for the five years, 1927, 1928, 1929, 1930 and 1931.
 - (e) Comparison of Average Grades from Different Inspection Offices.
 - (f) Comparison of Average Grades from Different Inspection Offices. for the years 1928, 1929 and 1931.

As in the past, the laboratory has supervised the operation of the Brown-Duvel moisture testers at all the inspection offices from Saint John, N.B., to Vancouver, B.C. Arrangements have been made to install additional equipment in a number of elevators at Vancouver and also at Saint John, whereby the fluctuations in voltage may be controlled. By this means it has been found possible to greatly increase the accuracy and reliability of the tests.

The laboratory has been pleased to co-operate with the Central Experimental Farm, Department of Agriculture, Ottawa, and its branches in the West, with the Canadian Government elevators, and other Government institutions in Western Canada with regard to numerous problems of mutual interest.

During the year the laboratory has been of service to many inquirers located in different parts of the world and has furnished information of the most valued nature to milling organizations both at home and abroad, elevator companies, grain dealers, farmers, and others.

The fifth annual survey of the protein content of the contract grades of Hard Red Spring wheat grown in Western Canada has now been completed and in this connection some 10,500 samples have been tested. As in previous years, the results obtained have been plotted on a map and this is now being prepared for publication.

I also have the honour to submit separately a detailed report of the work of the laboratory with the recommendation that it may be published separately.

Yours respectfully,

F. J. BIRCHARD,
Chemist in Charge.

APPENDIX No. 7

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS

WESTERN DIVISION

(a) Winnipeg—			
Revenue—			
Licence fees		\$ 40,673 00	
Registration fees.....	\$ 8,101 20		
Cancellation fees	10,116 84		
		18,218 04	
Inspection fees	\$142,309 00		
Samples sold	3,458 29		
Refund express.....	877 45		
Cargo certificates split.....	393 10		
Sundries	18 88		
Overtime	98 45		
		147,155 17	
Weighing fees	\$ 15,423 50		
Condition reports	4,353 00		
		19,776 50	
Appeal fees		880 50	
			\$ 226,703 21
Expenditure—			
Board and Executive Office—			
Salaries—			
Commission and Secretary	\$ 35,600 00		
Secretary's office	10,386 16		
Licensing and Bonding office	11,490 63		
Rents—			
Executive office	4,801 59		
Licensing and bonding	1,051 00		
Travelling Expenses—			
Commission	7,396 81		
Licensing and bonding	96 00		
Sundry Expenses—			
Grain Commission	2,130 92		
Licensing and bonding.....	213 22		
Printing and stationery, Grain Commission.	2,987 38		
Printing and stationery, licensing and bonding	3,554 41		
General expenses, Grain Commission	21,094 93		
		\$ 100,803 05	

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Continued*

(a) *Winnipeg—Con.*

Assistant Commissioner's Office—

Salaries	\$ 8,920 00
Rent	520 00
Travelling expenses	201 80
Sundry expenses	175 22
Printing and stationery	862 86

10,679 88

Accounting Branch—

Salaries	\$ 14,407 00
Rent	2,173 00
Sundry expenses	909 32
Printing and stationery	1,348 63

\$ 18,837 95

Grain Research Laboratory—

Salaries	\$ 31,704 05
Rent	11,466 00
Travelling expenses	579 85
Sundry expenses	7,046 36
Printing and stationery	2,111 52
Capital expenditure	1,155 23

54,063 01

Registration Branch—

Salaries	\$ 12,610 18
Rent	1,500 00
Travelling expenses	183 35
Sundry expenses	388 03
Printing and stationery	490 76

15,172 32

Inspection Branch—

Salaries	\$309,155 01
Rent	25,044 00
Travelling expenses	677 33
Sundry expenses	11,870 00
Printing and stationery	5,855 92

352,602 26

Weighing Branch—

Salaries	\$ 92,294 68
Rent	1,939 00
Travelling expenses	201 15
Sundry expenses	899 33
Printing and stationery	2,177 49

97,511 65

Grain Appeal Tribunal—

Salaries	\$ 6,181 25
Rent	516 00
Sundry expenses	87 00

6,784 25

Western Standards Committee

6,718 57

Commission on Grain Futures

6,793 00

\$ 669,965 94

(b) *Keewatin—*

Revenue—

Inspection fees	\$ 1,665 00
Weighing fees	4,920 00

\$ 6,585 00

Expenditure—

Salaries inspection	\$ 1,665 00
Salaries weighing	4,920 00

6,585 00

(c) *Kenora—*

Revenue—

Weighing fees	\$ 2,030 00
Overtime	14 00

2,044 00

Expenditure—

Salaries weighing	\$ 2,044 00
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2,044 00

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—Continued

WESTERN DIVISION—Continued

(d) *Peterborough*

Revenue—		
Weighing fees	\$ 2,460 00	2,460 00
Expenditure—		
Salaries weighing	\$ 2,460 00	2,460 00

(e) *Portage la Prairie—*

Revenue—		
Weighing fees	\$ 2,690 00	
Overtime	16 00	
		2,706 00
Expenditure—		
Salaries weighing	\$ 3,390 50	
Expenses	2 50	
		3,393 00

(f) *Saskatoon—*

Revenue—			
Inspection fees	\$ 27,097 50		
Samples sold	466 47		
		27,563 97	
Weighing fees	\$ 9,082 66		
Overtime	292 45		
		9,375 11	
			\$ 36,939 08
Inspection Branch—			
Expenditure—			
Inspection salaries	\$ 50,616 21		
Rent	2,954 15		
Travelling expenses	233 75		
Sundry expenses	2,376 07		
Printing and stationery	1,706 49		
		\$ 57,886 67	
Weighing Branch—			
Weighing salaries	\$ 11,370 20		
		\$ 11,370 20	
			\$ 69,256 87

(g) *Moose Jaw—*

Revenue—			
Inspection fees	\$ 18,613 50		
Samples sold	508 27		
Refund express	1 75		
		\$ 19,123 52	
Weighing fees	\$ 10,494 10		
Overtime	152 95		
		\$ 10,647 05	
			\$ 29,770 57
Expenditure—			
Inspection Branch—			
Salaries	\$ 42,845 60		
Rent	3,137 00		
Travelling expenses	217 35		
Sundries	1,605 68		
Printing and stationery	862 88		
		\$ 48,668 51	
Weighing Branch—			
Salaries	\$ 10,051 20		
Sundries	3 00		
		10,054 20	
			\$ 58,722 71

(h) *Medicine Hat—*

Revenue—			
Inspection fees	\$ 5,516 56		
Overtime	89 80		
Samples sold	76 50		
		\$ 5,682 86	
Weighing fees	\$ 7,256 33		
		7,256 33	
			\$ 12,939 19

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*(h) *Medicine Hat*—Con.

Expenditure—

Inspection Branch—

Salaries	\$ 5,352 60	
Rent	300 00	
Sundry expenses	223 09	
	<hr/>	\$ 5,875 69

Weighing Branch—

Salaries	\$ 7,017 00	
Travelling expenses	46 50	
	<hr/>	7,063 50

\$ 12,939 19

(i) *Calgary*—

Revenue—

Inspection fees	\$ 29,249 00	
Samples sold	748 10	
Refund express	323 75	
	<hr/>	\$ 30,320 85

Weighing fees	\$ 11,759 10	
Overtime	82 00	
	<hr/>	\$ 11,841 10

Appeal fees	\$ 488 00	
	<hr/>	488 00

\$ 42,649 95

Expenditure—

Assistant Commissioner's Office—

Salaries	\$ 9,005 78	
Rent	680 00	
Travelling expenses	644 75	
Sundries	478 38	
Printing and stationery	107 52	
	<hr/>	\$ 10,916 43

Inspection Branch—

Salaries	\$ 41,805 63	
Rent	2,820 15	
Travelling expenses	79 65	
Sundries	3,229 07	
Printing and stationery	993 05	
	<hr/>	48,927 55

Weighing Branch—

Salaries	\$ 20,121 25	
Sundries	177 87	
Printing and stationery	143 99	
	<hr/>	20,443 11

Grain Appeal Tribunal—

Salaries	\$ 4,425 00	
Rent	476 21	
Sundry expenses	161 68	
Printing and stationery	29 50	
	<hr/>	5,092 39

\$ 85,379 48

(j) *Edmonton*—

Revenue—

Inspection fees	\$ 31,997 50	
Samples sold	598 23	
Refund express	675 00	
	<hr/>	\$ 33,270 73

Weighing fees	\$ 6,658 00	
Overtime	46 50	
	<hr/>	6,704 50

Appeal fees	\$ 749 75	
	<hr/>	749 75

\$ 40,724 98

Expenditure—

Inspection Branch—

Salaries	\$ 44,533 71	
Rent	4,382 10	
Travelling expenses	50 00	
Sundry expenses	3,932 82	
Printing and stationery	456 41	
	<hr/>	\$ 53,355 04

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*WESTERN DIVISION—*Continued*(j) *Edmonton—Con.*

Weighing Branch—

Salaries	\$ 7,919 00
Sundry expenses.....	110 20

8,029 20

Grain Appeal Tribunal—

Salaries	\$ 4,425 00
Rent	550 00
Sundry expenses	78 25
Printing and stationery	42 42

5,095 67

(k) *Victoria—*

Revenue—

Inspection fees	\$ 1,011 40
Overtime	24 00

\$ 1,035 40

Weighing fees	\$ 1,687 40
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1,687 40

\$ 2,722 80

Expenditure—

Inspection Branch—

Salaries	\$ 1,530 00
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\$ 1,530 00

Weighing Branch—

Salaries	\$ 1,243 00
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1,243 00

(l) *Vancouver—*

Revenue—

Inspection fees.....	81,077 90
Samples sold.....	1,332 95
Overtime.....	212 75
Cargo certificates split.....	0 60

82,624 20

Weighing fees.....	132,356 60
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132,356 60

Registration fees.....	3,359 28
Cancellation fees.....	3,116 28

6,475 56

221,456 36

Expenditure—

Inspection Branch—

Salaries.....	92,133 83
Rent.....	5,043 25
Travelling expenses....	212 95
Sundry expenses.....	5,106 61
Printing and stationery.....	2,908 84

105,405 48

Weighing Branch—

Salaries.....	66,402 50
Rent.....	1,907 75
Travelling expenses.....	152 24
Sundry expenses.....	1,199 79
Printing and stationery.....	603 53

70,265 81

Registration Branch—

Salaries.....	5,367 25
Rent.....	1,257 00
Sundry expenses.....	336 49
Printing and stationery.....	295 98

7,256 72

(m) *Prince Rupert—*

Revenue—

Inspection fees.....	1,286 00
Samples sold.....	10 65

1,296 65

Weighing fees.....	1,528 00
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1,528 00

2,824 65

Expenditure—

Inspection Branch—

Salaries.....	4,284 00
Sundry expenses.....	33 96

4,317 96

Weighing Branch—

Salaries.....	4,165 00
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4,165 00

8,482 96

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Continued*

WESTERN DIVISION—*Concluded*

<i>(n) Superior—</i>			
Revenue—			
Inspection fees.....	1,380 00		
		1,380 00	
Expenditure—			
Inspection Branch—			
Salaries.....	4,257 00		
Sundry expenses.....	17 54		
		4,274 54	
			2,894 54
<i>(o) Fort William—</i>			
Revenue—			
Inspection fees.....	248,862 24		
Samples sold.....	3,694 21		
Cargo certificates split.....	9 30		
Overtime inspection	6,275 13		
		258,840 88	
Weighing fees.....	423,227 80		
Overtime weighing.....	5,844 00		
		429,071 80	
Registration fees.....	2,014 40		
Cancellation fees.....	171 84		
		2,186 24	
			690,098 92
Expenditure—			
Inspection Branch—			
Salaries.....	355,778 49		
Rent.....	10,413 36		
Travelling expenses.....	508 20		
Sundry expenses.....	14,293 17		
Printing and stationery.....	8,490 59		
		389,483 81	
Weighing Branch—			
Salaries.....	307,155 62		
Rent.....	3,047 28		
Travelling expenses.....	1,358 16		
Sundry expenses.....	2,672 74		
Printing and stationery.....	3,653 54		
		317,887 34	
Registration Branch—			
Salaries.....	4,082 30		
Rent.....	480 00		
Sundry expenses.....	211 35		
Printing and stationery.....	52 70		
		4,826 35	
Assistant Commissioner's Office—			
Salaries.....	9,055 00		
Rent.....	2,822 13		
Travelling expenses.....	817 25		
Sundry expenses.....	1,524 09		
Printing and stationery.....	161 77		
		14,380 24	
Statistical Branch—			
Salaries.....	37,417 90		
Rent.....	2,016 00		
Travelling expenses.....	203 40		
Sundry expenses.....	720 26		
Printing and stationery.....	3,191 77		
		43,549 33	
			770,127 07
<i>(p) Regina—</i>			
Assistant Commissioner's Office—			
Salaries.....	8,920 00		
Rent.....	660 00		
Travelling expenses.....	724 45		
Sundry expenses.....	214 35		
Printing and stationery.....	71 04		
		10,589 84	

Points	Inspection	Weighing		Appeal Boards		Registration		Grain Commission		Statistical	Accounting	Research Laboratory	Total
		\$	cts.	\$	cts.	\$	cts.	\$	cts.				\$ cts.
Winnipeg.....	147,155 17	19,776 50	880 50	18,218 04	40,673 00	Nil	Nil	226,703 21	Nil	Nil	Nil	Nil	
Keewatin.....	1,665 00	4,920 00						6,585 00					
Kenora.....		2,044 00						2,044 00					
Peterborough.....		2,460 00						2,460 00					
Portage la Prairie.....		2,706 00						2,706 00					
Saskatoon.....	27,563 97	9,375 11						36,939 08					
Moose Jaw.....	19,123 52	10,647 05						29,770 57					
Medicine Hat.....	5,682 86	7,256 33						12,939 19					
Calgary.....	30,320 85	11,841 10	488 00					42,649 95					
Edmonton.....	33,270 73	6,704 50	749 75					40,724 98					
Vancouver.....	82,624 20	132,356 60				6,475 56		221,456 36					
Victoria.....	1,035 40	1,687 40						2,722 80					
Prince Rupert.....	1,296 65	1,528 00						2,824 65					
Superior.....	1,380 00							1,380 00					
Fort William.....	258,840 88	429,071 80				2,186 24		690,098 92					
Regina.....								Nil					
	609,959 23	642,374 39	2,118 25			26,879 84	40,673 00						1,322,004 71

EXPENDITURE

Winnipeg.....	359,320 83	97,511 65	6,784 25	15,172 32	118,275 93	Nil	18,837 95	54,063 01	669,965 94
Keewatin.....	1,665 00	4,920 00							6,585 00
Kenora.....		2,044 00							2,044 00
Peterborough.....		2,460 00							2,460 00
Portage la Prairie.....		3,393 00							3,393 00
Saskatoon.....	57,886 67	11,370 20							69,256 87
Moose Jaw.....	48,668 51	10,054 20							58,722 71
Medicine Hat.....	5,875 69	7,063 50							12,939 19
Calgary.....	48,927 55	20,443 11	5,092 39		10,916 43				85,379 48
Edmonton.....	53,355 04	8,029 20	5,095 67						66,479 91
Vancouver.....	105,405 48	70,265 81							182,928 01
Victoria.....	1,530 00	1,243 00							2,773 00
Prince Rupert.....	4,317 96	4,165 00							8,482 96
Superior.....	4,274 54								4,274 54
Fort William.....	389,483 81	317,887 34			14,380 24	\$ cts. 43,549 33			770,127 07
Regina.....					10,589 84				10,589 84
	1,080,711 08	560,850 01	16,972 31	27,255 39	154,162 44	43,549 33	18,837 95	54,063 01	1,956,401 52

Total revenue Western Division.....\$ 1,322,004 71
Total expenditure Western Division.....1,956,401 52

Deficit Western Division.....\$ 634,396 81

TRADE AND COMMERCE

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1931—EASTERN AND WESTERN DIVISIONS—*Concluded*

EASTERN DIVISION

Montreal—

Revenue—			
Inspection fees.....	\$	10,998 50	
Sampling fees.....		8,191 09	
Samples sold.....		302 93	
Overtime.....		384 00	
Cargo certificates split.....		1,983 80	
Sundries.....		622 41	
			\$ 22,482 73
Expenditure—			
Salaries.....		31,386 86	
Rent.....		2,373 41	
Sundries.....		1,770 41	
Printing and stationery.....		1,458 65	
			36,989 33

Toronto—

Revenue—			
Inspection fees.....		556 00	
Sampling fees.....		262 10	
Samples sold.....		52 25	
Sundries.....		22 25	
			892 60
Expenditure—			
Salaries.....		4,790 00	
Rent.....		660 00	
Sundries.....		401 16	
			5,851 16

Eastern Standard Committee—

Expenditure—			
Sundries.....		852 25	
			852 25

Summary—

Montreal—Deficit.....		14,506 60	
Toronto—Deficit.....		4,958 56	
Cost of Eastern Standard Committee.....		852 25	
			20,317 41

SUMMARY OF OPERATIONS BY BRANCHES WESTERN AND EASTERN DIVISIONS

GRAIN COMMISSION

—	Inspection	Weighing	Appeal Board	Registration	Grain Commission	Statistical	Accounting	Grain Research Laboratory	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.				\$ cts.
Revenue									
Fees.....	601,620 10	631,573 49	2,118 25	26,879 84	40,673 00	Nil	Nil	Nil	1,302,864 68
Sampling.....	8,453 19								8,453 19
Recoverable overtime.....	7,039 13	6,492 90							13,532 03
Refund express.....	1,877 95								1,877 95
Cargo certificates split.....	2,386 80								2,386 80
Samples sold.....	11,248 85								11,248 85
Condition reports.....		4,353 00							4,353 00
Sundries.....	663 54								663 54
	633,289 56	642,419 39	2,118 25	26,879 84	40,673 00	Nil	Nil	Nil	1,345,380 04
Expenditure									
Salaries.....	990,133 94	540,553 95	15,031 25	22,059 73	93,377 57	37,417 90	14,407 00	31,704 05	1,744,685 39
Rents.....	57,127 42	6,894 03	1,542 21	3,237 00	10,534 72	2,016 00	2,173 00	11,466 00	94,990 38
Expenses.....	46,814 30	6,847 99	326 93	1,119 22	35,712 17	923 66	909 32	8,781 44	101,435 03
Printing and stationery.....	22,732 83	6,578 55	71 92	839 44	7,744 98	3,191 77	1,348 63	2,111 52	44,619 64
Eastern Standards Committee	852 25								852 25
Western Standards Committee	6,718 57								6,718 57
Committee on Grain Futures..					6,793 00				6,793 00
	1,124,379 31	560,874 52	16,972 31	27,255 39	154,162 44	43,549 33	18,837 95	54,063 01	2,000,094 26

Net deficit.....\$ 654,714 22

STATEMENT SHOWING REVENUE AND EXPENDITURE EASTERN AND WESTERN DIVISIONS

—	Inspection		Weighing		Appeal Board		Registration		Grain Commission		Statistical		Accounting		Research Laboratory		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.							\$	cts.
<i>Revenue</i>																		
Western Division.....	609,959	23	642,374	39	2,118	25	26,879	84	40,673	00	Nil	Nil	Nil	Nil	Nil	Nil	1,322,004	71
Eastern Division.....	23,375	33															23,375	33
	633,334	56	642,374	39	2,118	25	26,879	84	40,673	00							1,345,380	04
<i>Expenditure</i>																		
Western Division.....	1,080,711	08	560,850	01	16,972	31	27,255	39	154,162	44	43,549	33	18,837	95	54,063	01	1,956,401	52
Eastern Division.....	43,692	74															43,692	74
	1,124,403	82	560,850	01	16,972	31	27,255	39	154,162	44	43,549	33	18,837	95	54,063	01	2,000,094	26

Total revenue Eastern and Western Division.....	\$	1,345,380	04
Total expenditure Eastern and Western Division.....		2,000,094	26
Total deficit Eastern and Western Division.....		654,714	22

APPENDIX No. 8

REPORT OF WHEAT BONUS BRANCH

WINNIPEG, MAN., January 10, 1932.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following report covering the work of the Wheat Bonus Branch, up to December 31, 1931.

Offices were opened in the Post Office building, Winnipeg, on September 4, 1931, with an initial staff of twenty-five clerks and stenographers, but it was found necessary in order to cope with the volume of work involved to increase this staff considerably until during the heavy grain shipping season, a staff of eighty-two, divided into day and night shifts, was engaged.

The first batch of paid certificates, representing \$1,083.22, was received from the Bank of Nova Scotia on September 10, 1931, and the daily amount increased steadily until on the 10th of November, paid certificates representing \$268,027.04 were received. At December 31, 1931, paid certificates amounting to a total of \$8,483,348.38 had been received from the Bank of Nova Scotia. This amount represents the bonus paid on 169,666,968 bushels, and was paid by months as follows:—

10th to 30th September, 1931.....	\$ 729,584 22
October.....	3,025,914 17
November.....	3,007,675 28
December.....	1,720,174 71
	<hr/>
	\$ 8,483,348 38

The paid certificates covered by this total were received at the Wheat Bonus office in 59,174 bank draft envelopes, or an average of approximately 625 envelopes per working day. The envelopes as received from the bank contained approximately 3,000,000 paid bonus certificates, which have been checked against the duplicates of these certificates, received direct from the licensees by whom issued. In cases of underpayments, according to the number of bushels shown on the certificate, adjustment certificates have been issued, and to the end of December 2,300 of such bonus certificates, amounting in all to \$968.23, have been issued.

In cases of overpayments according to the number of bushels shown on the bonus certificates issued the licensees by whom such overpayments have been made, have been debited with the amounts involved and to the end of December, 1931, approximately 8,550 certificates have been found to be overpaid, totalling \$1,555.64.

The system installed for the recording and checking of the paid bonus certificates has been found to be quite satisfactory, but owing to the greater proportion of the crop being delivered to licensees during a very short period, it has not been found possible to complete all the necessary checking as expeditiously as was anticipated. Receipts however, have fallen off considerably towards the close of the year, and appreciable headway is now being made and reductions in staff will be possible early in the new year.

Licensees issuing the bonus, and the banks, have co-operated cheerfully with this branch and have complied willingly with instructions and requests issued from this office.

Yours truly,

H. A. SCOTT,
In Charge, Wheat Bonus Branch.

APPENDIX No. 9

RULINGS *RE* WHEAT BONUS

"AN ACT RESPECTING WHEAT"

Rulings made by the Board of Grain Commissioners for Canada under authority of Order in Council P.C. 2021 dated the 18th day of August, 1931:—

RULING No. 1

Whereas authority has been granted to the Board of Grain Commissioners for Canada under Order in Council P.C. 2021, dated the 18th day of August, 1931, the Board hereby enacts under Section 9 of the said Order in Council that persons licensed as grain dealers, who may desire to issue on behalf of the Government of Canada, the bonus certificates authorized by "An Act Respecting Wheat" shall keep in the form set out in the schedule hereto a record of all purchases of wheat, together with the particulars required in that form, and a record of the disposal of all wheat purchased, together with the particulars required in the aforesaid form. They shall also furnish weekly to the board at its offices in Winnipeg a copy of these records certified to by the statutory declaration which is appended.

RULING No. 2

Where the term "Head Office of the Company" is used in any orders, regulations, rulings and forms issued by the board under an "Act Respecting Wheat," chapter 60, 21-22 George V, Head Office shall include the branch office of any corporation.

RULING No. 3

The bonus of five cents per bushel on wheat grown in the year 1931, and delivered to a licensee of the board before the forms for the distribution of such bonus were available, shall be paid by such licensee according to the procedure laid down by the board for the payment of the bonus for wheat delivered to licensees after the forms were available. The bonus certificates issued in accordance with this ruling shall be dated according to the date of issue thereof.

RULING No. 4

In cases where subject to grade and dockage and special bin tickets are surrendered and a cash ticket or graded stock storage ticket is not issued in lieu thereof and the grain is not shipped for the time being, Form B may be completed by showing on the back of such form the numbers of the tickets surrendered.

RULING No. 5

In cases where carloads of wheat are consigned through one licensee of the board to another licensee of the board, the licensee acting as commission merchant in the transaction shall issue the bonus certificate to the grower. The commission merchant on taking over the bill of lading will obtain with such bill of lading the properly completed Form B.

RULING No. 6

Where bonus certificates issued to licensees are lost or stolen, such licensee shall immediately notify the Board of Grain Commissioners of the serial numbers of such certificates.

RULING No. 7

Where licensees issue bonus certificates for amounts in excess of the amount which should be paid according to the number of bushels shown on such bonus certificates, all such excess payments will be debited against the licensees, who shall refund to the Board of Grain Commissioners all such unauthorized payments. Where licensees issue bonus certificates for amounts less than the amount which should have been paid according to the number of bushels shown on the bonus certificates, such under-payments will be adjusted by the Board of Grain Commissioners who will issue to the grower through the licensee, a special adjustment bonus certificate.

RULING No. 8

When railway companies settle claims for shortages in transit on wheat for which a bonus has not been paid, bonus certificates will only be issued for the net bushels delivered at the terminal elevators.

RULING No. 9

When wheat bonus certificates issued to growers of wheat are lost, new certificates will be issued by the board to replace the lost certificate or certificates on completion by the owner of such certificate or certificates, of a bond indemnifying the board from and against the first issued certificate and from all costs, charges, damages and expenses that shall or may happen or arise from or by reason of such certificate or any such demands.

RULING No. 10

Any party or parties who sowed wheat during the year 1931 by his own labour or labour hired by him, but who surrenders his interest in such crop before it is severed from the soil will not be entitled to any bonus which might arise from the growing of such crop.

RULING No. 11

Ruling No. 8 made by the Board of Grain Commissioners for Canada under authority of Order in Council P.C. 2021 dated August 18, 1931, shall apply only on wheat loaded into a car or cars over a loading platform.

RULING No. 12

In the event of specially binned wheat being shipped or delivered other than to a terminal elevator or through an inspection point in order that the net quantity of wheat may be determined for bonus purposes, the grower of the grain and the agent of the elevator may forward, charges prepaid, in a proper package, one-half of the wheat in the receptacle containing the sample taken at the time of the receipt of the grain into the country elevator, to the Chief Inspector, Winnipeg. The package shall be plainly marked "Specially binned grain—bonus determination" with the names of the senders enclosed therein. Upon determining the amount of dockage the chief inspector shall notify the agent of the elevator who will then make out Form B and duly send same forward to his Head Office.

RULING No. 13

Grain classified by the Inspection Branch as mixed grain shall not be eligible for bonus although such mixture may contain a certain proportion of wheat.

RULING No. 14

In connection with Regulation No. 11 under Order in Council P.C. 2021, dated August 18, 1931, regarding repayment of bonus when wheat is redelivered to the grower. When such wheat is placed in a car for shipment to another party on a bona fide business transaction by which the grower disposes of such wheat, the bill of lading may be made out in his name without the bonus being refunded to the board.

APPENDIX No. 10
REGULATIONS OF THE BOARD

Regulations numbers 2, 3, 5, 6, 7, 9, 10 and 12 have been superseded by or combined with later regulations as follows:—

Regulation No. 2	superseded by Regulation No. 15
" No. 3	" " " No. 19
" No. 5	" " " No. 16
" No. 6	" " " No. 17
" No. 7	" " " No. 18
" No. 9	Combined with " No. 19
" No. 10	
" No. 12	

All regulations of the board in effect at December 31, 1931, are attached hereto.

REGULATION No. 1, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulations as set out hereunder, in accordance with section 15 (v) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

REGISTRATION AND CANCELLATION OF TERMINAL ELEVATOR WAREHOUSE RECEIPTS

1. The word "registered" when used in reference to a warehouse receipt shall mean that a distinctive rubber stamp, bearing the date and the word "registered," is superimposed on the warehouse receipts in the space provided, and signed by the registrar, or deputy registrar.

2. Each manager or operator as soon as possible after the 31st of July in each year, unless otherwise determined by the Board, shall prepare and deliver to the registrar a statement of all outstanding warehouse receipts at that date. Such statement shall be made by grades, showing the warehouse receipt number and the bushels.

3. Each manager or operator shall present to the registrar for registration warehouse receipts for all grain unloaded in his public or semi-public terminal elevator. Such warehouse receipts shall state the quantity and grade of grain, the date unloaded and the person on whose account the grain has been received. The registrar shall compare the same with the records of his office and if he shall find that the same is issued for grain actually received in store into the elevator, and if for the correct quantity and grade of grain so received therein as shown by the records in his office, he is directed and authorized to stamp the same with his official stamp as registered, and to make a record thereof in the proper books of his office.

4. When any grain is shipped from any public or semi-public terminal elevator, the manager or operator thereof shall tender to the registrar for

"registration for cancellation" registered warehouse receipts covering the same both as to quantity and grade. All such receipts tendered to the registrar as aforesaid shall be accompanied by a report showing the number of the warehouse receipt; the number of bushels and kind of grain represented by such receipt, and such receipt shall be presented to the registrar for cancellation as soon as possible after the shipment of the grain, in no case exceeding forty-eight hours after such grain has been shipped from the elevator.

5. Each manager or operator of a semi-public terminal elevator shall furnish the registrar daily with a correct statement of the amount of each kind and grade of grain received into store in his elevator on the previous day. Also the amount of each kind and grade of grain shipped by each elevator during the previous day and a certified statement showing the balance in store at the close of business each day of each kind and grade of grain.

6. The manager or operator of a public or semi-public terminal elevator may present to the registrar warehouse receipts to be split into two or more parts. A cancellation report shall be made showing date, number, bushels and grade of warehouse receipts being cancelled, and a registration report showing date, number, bushels and grade of the new warehouse receipts. Such new warehouse receipts shall be registered by the registrar.

7. The manager or operator of a semi-public terminal elevator may present to the registrar two or more warehouse receipts for consolidation. A cancellation report shall be made up showing date, number of bushels, grade and number of warehouse receipts being cancelled and a registration report showing date, number of bushels, grade, and number of the new warehouse receipts. Such new warehouse receipt shall be registered by the registrar. Consolidations for grades No. 1 Hard, One Northern, Two Northern and Three Northern must be for the same grade as is shown on the warehouse receipts presented for cancellation, all other consolidations may be registered as to grade for a grade different from that shown on the cancelled warehouse receipts, provided that the total outstanding warehouse receipts including the said warehouse receipt for grain of such grade, shall not exceed the total quantity of grain of such grade shown to be in store at that date.

8. All warehouse receipts for grain issued by the manager or operator of any public or semi-public terminal elevator shall be in the form approved by the board and shall for each elevator be numbered consecutively. No two receipts bearing the same number shall be issued from the same elevator during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original and shall be plainly marked on its face "duplicate."

9. The registrar shall furnish each manager or operator with a Signature Card and the manager or operator shall complete such card with a specimen signature of all the officers and employees who are authorized to sign and countersign warehouse receipts in their behalf.

10. Each public or semi-public terminal elevator shall pay to the board a registration fee of 4 cents per thousand bushels for inward registration, and 4 cents per thousand bushels for registration for cancellation.

11. All warehouse receipts shall be signed and countersigned before being presented for registration.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 4, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make a regulation as set out hereunder, in accordance with section 15 (f) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

INSPECTION OF SAMPLES TAKEN OTHER THAN AT AN INSPECTION POINT

1. Any producer, holder of, or person or persons interested in any grain may submit to the chief inspector, or to the inspector in charge at any inspection point of the Board of Grain Commissioners, at any time, a sample of such grain which has been taken otherwise than at an inspection point, provided always that such sample is forwarded in accordance with these regulations.

2. The sample must consist of two pounds of the grain which the sample represents and the sample shall be taken in such a manner as to ensure that an average and representative sample of the whole is secured.

3. Samples must be forwarded in cotton bags or tin containers with shipping tag attached and plainly addressed to the chief inspector or grain inspector in charge at any inspection office maintained by the Board of Grain Commissioners, with carrying charges fully prepaid.

4. Not more than one sample may be enclosed in the one container.

5. All samples must bear on the shipping tag attached to the container, or in an accompanying letter, the name and post office address of the party or parties to whom advice as to the grade of the sample is to be forwarded, and each sample must bear on the shipping tag a distinguishing number or other mark of identification. The same mark of identification must not be used by a shipper on more than one sample during the season.

6. When it is the wish of the shipper that the Inspection Department shall make a test as to condition of any sample, the sample or a portion of the sample, not less than eight ounces in weight, must be forwarded in a metal air-tight container. This sample should be placed in the air-tight container immediately the sample is taken from the bulk of the grain which the sample represents.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 8, 1930

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the twelfth day of September, 1930, the said board did make the regulation as set out hereunder, in accordance with section 15 (t) and section 138 (6) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, September 27, 1930.

INSPECTION AND GRADING OF GRAIN AFTER TREATMENT

When grain which has been inspected into a public or semi-public elevator with a grade other than 1 Hard, 1, 2 or 3 Northern by reason of its condition or otherwise has been treated, the chief inspector may, upon the request of the operator or manager, inspect such grain in such a manner as he may determine and he may issue therefor an inspection certificate for the grade to which such grain shall then belong by reason of its treatment, which grain shall then be binned according to its grade.

The chief inspector shall also, in conjunction with this inspection, issue a transfer certificate for a similar quantity and grade of grain, a copy of which certificate shall be sent to the registrar and to the statistician, who will record the transaction in their books.

Upon the completion of this transaction, the operator or manager of the elevator may issue warehouse receipts for such quantity and grade on his cancelling a like quantity of the grades which have been treated.

Signed this twelfth day of September, 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 11, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twenty-third day of September, 1930, the said board did make the regulation set out hereunder in accordance with section 15 (h) and 48 of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, October 4, 1930.

PROCEDURE FOR APPEALS FROM INSPECTION OFFICERS TO GRAIN APPEAL TRIBUNALS

1. The freshly drawn or unload sample, if any, shall be placed before the Appeal Tribunal to examine and assign the proper grade.

2. When forwarding samples to the Appeal Tribunal the inspecting officer shall inform the secretary of the Appeal Tribunal of the initial and car number of the car from which the sample was taken, the grade assigned to the sample by the inspecting officer and, in cases of samples taken at unloading, the name and location of the elevator where the car is being or has been unloaded.

3. The results of all appeals to Appeal Tribunals shall immediately be notified by the secretary of the Appeal Tribunals to the inspecting officer who submitted the sample or samples to the Appeal Tribunal. The inspecting officer will then immediately advise the principal inspecting officers at the terminal point, who will advise the operator at the elevator where the car is being or has been unloaded.

4. The secretary of the Appeal Tribunals shall notify the statistician of the Board of Grain Commissioners daily of all changes made in grade and/or dockage by the Appeal Tribunal, stating the initial and number of the car which the sample represents, the grade assigned by the inspecting officer, the grade assigned by the Appeal Tribunal, and when known, the name of the elevator where the car is being or has been unloaded.

5. In cases where the identity of the grain has not been preserved appeals from the decision of the inspecting officer to the Appeal Tribunals may be made within thirty (30) days from date of unloading, if at unloading a sample of the grain was taken by means of an automatic sampler, and such sample has been preserved. Applications for such appeals shall only be made by the owner of the grain or his agent in whose possession the grain is at the time of the application.

In all other cases where the identity of the grain has not been preserved and a sample was not taken at the time of unloading by means of an automatic sampler, no appeal shall be entertained except with the express authority of the Board.

6. When in cases where the identity of the grain has not been preserved changes in grade and/or dockage are made as the result of an appeal to a Grain Appeal Tribunal, advice of such change will be given by the inspecting officer who submitted the sample or samples to the Appeal Tribunal to the principal inspecting officer at the terminal point, who will then advise the operator of the elevator where the grain was unloaded. The elevator operator will issue a corrected outturn.

The principal inspecting officer at the terminal point will advise the Deputy Registrar of all such changes and on the presentation for cancellation of the original warehouse receipt, a corrected warehouse receipt will be registered by the Deputy Registrar.

7. No application for appeal to a Grain Appeal Tribunal can be considered after the warehouse receipt has been surrendered to the Registration Department for cancellation.

8. In all cases where any changes are made as the result of an appeal to a Grain Appeal Tribunal inspection records will be corrected accordingly and corrected certificates issued bearing the date on which the change was made.

9. Every application for appeal to a Grain Appeal Tribunal shall be accompanied by a fee of three dollars (\$3).

When the decision of the inspecting officer is upheld by the Grain Appeal Tribunal this fee shall be retained by the Board of Grain Commissioners.

In cases where the decision of the inspecting officer is not upheld the fee shall be returned to the applicant.

Signed this twenty-third day of September, 1930.

E. B. RAMSAY, *Chief Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

AMENDMENT TO REGULATION No. 11

Published in *The Canada Gazette*, November 7, 1931.

At a regular meeting of the Board of Grain Commissioners for Canada, held at Winnipeg on the twenty-first day of October, 1931, the said board did amend Regulation No. 11, dated September 23, 1930, by the addition of the following section:—

When samples of artificially dried wheat which have been graded "dried" by an inspecting officer are submitted to a Grain Appeal Tribunal, it shall not assign the wheat in question to a straight grade without having an official milling and baking test made to determine whether the quality remains unchanged.

Signed at Winnipeg, this twenty-seventh day of October, 1931.

D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

[L.S.]

J. RAYNER, *Secretary*.

REGULATION No. 13, 1930

At a regular meeting of the Board of Grain Commissioners for Canada, held in Winnipeg, on the second day of December, 1930, the said board did make the regulations as set out hereunder, in accordance with section 15 (g) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, December 20, 1930.

FEES

The following fees shall be payable for the various services performed by the officers and employees of the board, and shall be paid on demand by the party or parties specified hereunder.

INSPECTION OF GRAIN

In Carload Lots—One Dollar (\$1) per car

Payable by the railway company in whose possession the grain is at the time of inspection, except that the fees for cars arriving at Vancouver, originating on lines other than the Canadian National or the Canadian Pacific Railways, shall be paid by the manager of the elevator at which the car is unloaded.

Fees for cars ex elevators at Fort William-Port Arthur and Vancouver, B.C., shall be paid by the manager of the elevator loading the grain.

Cargoes—One Dollar (\$1) per thousand (1,000) bushels

This fee shall be paid by the manager of the elevator loading the grain.

When a cargo certificate is surrendered with a request that it be split into certificates covering smaller denominations, a fee of ten cents (10c.) per split will be charged. This fee shall be payable by the party or parties requesting the split.

Inspection after Treatment in Elevators

When inspection is requested in public or semi-public elevators on grain which has been treated for the purpose of binning with a straight grade of the first four (4) grades in Schedule 1 of the Canada Grain Act, 1930, a fee of fifty cents (50c.) per thousand bushels, payable by the manager of the elevator, shall be charged.

Weigh-up

When inspection is requested on a weigh-up at semi-public or private terminal elevators, except on grain of the first four (4) grades shown in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50c.) per thousand bushels, payable by the manager of the elevator will be charged.

Wagon or Truck Loads

When grain is delivered to or loaded out of terminal elevators at interior points or points in British Columbia, in wagon or truck loads, a fee at the rate of one dollar (\$1) per thousand bushels, with a minimum charge of ten cents (10c.) will be charged. This fee is payable by the manager of the elevator receiving or loading out the grain.

Certificates on Unofficial Samples

On samples not officially drawn and on which an inspection certificate is requested, a fee of one dollar (\$1) per sample, payable at the time of inspection by the party or parties requesting the inspection, will be charged.

WEIGHING OF GRAIN

*In Carload Lots—One Dollar (\$1) per car**Cargoes—One Dollar (\$1) per thousand (1,000) bushels*

On cars unloaded at Fort William and Port Arthur, these fees shall be payable by the railway company in whose possession the grain is at the time of inspection.

On car ex elevators at the head of the lakes and into and out of elevators at all inspection points west of Fort William, this fee shall be payable by the elevator company where the grain is weighed.

Fees for cargoes shall be payable by the manager of the elevator loading the grain.

Weigh-up

When weighing service is requested on weigh-up at semi-public or private terminal elevators, except on grain of the first four (4) grades shown in Schedule 1 of the Canada Grain Act, 1930, weighed for the annual stock-taking, a fee of fifty cents (50c.) per thousand bushels, payable by the elevator company, will be charged.

Weighing after Treatment

When grain which has been treated in a public or semi-public elevator is weighed in connection with the inspection for the purpose of binning with a straight grade of the first four (4) grades as shown in Schedule 1 of the Canada Grain Act, 1930, a fee of fifty cents (50c.) per thousand bushels, payable by the elevator company, will be charged.

SPECIAL WEIGHING AND INSPECTION SERVICE

At all private, mill and manufacturing elevators where inspection and weighing services are required full time and the fees for such inspection and weighing services calculated at the above rates for inspection and weighing, as the case may be, do not cover the salaries paid by the board to the employees of the board for the time they are engaged at the elevator, such elevator shall be liable for the difference between the salaries so paid and the amount due, calculated at the above rates.

Accounts shall be rendered and paid monthly. The excess cost of carrying out this arrangement shall be adjusted at the end of each crop year, namely August 31.

When casual weighing or inspection service is required at private, mill and manufacturing elevators, a charge of one dollar (\$1) per hour per employee who is engaged on this work, will be made.

CONDITION REPORTS

A fee of twenty-five cents (25c.) shall be paid by the applicant for each condition report requested.

Unload Samples

A fee of twenty-five cents (25c.) to cover express charges shall be paid by the applicant for each unload sample requested to be forwarded to the primary inspection point for the purpose of reinspection or appeal in cases where the original grade placed on the sample is upheld on reinspection or appeal.

Signed this second day of December, A.D. 1930.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 14

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the 27th day of March, 1931, the said board did make the Regulation as set out hereunder, in accordance with section 15 (y) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, April 18, 1931.

CONSTRUCTION OF ELEVATORS

Any person or persons desirous of constructing any terminal or eastern elevator with a view to having such elevator licensed under the Canada Grain Act, or reconstructing or making additions to any terminal or eastern elevator already licensed under the Canada Grain Act, shall submit to the Board of Grain Commissioners for Canada, before such construction, reconstruction or addition is undertaken, the plans of such construction, reconstruction or addition and shall not proceed with this construction, reconstruction or addition until such plans have been formally approved by the Board of Grain Commissioners.

Signed at Winnipeg, this thirty-first day of March, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 15

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg, on the sixth day of August, 1931, the said board did make the regulation, as set out hereunder, in accordance with section 15 (a), (r) and (s) of The Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF CHARGES AND SHRINKAGE ALLOWANCES FOR LICENSED COUNTRY ELEVATORS FOR THE CROP YEAR ENDING 31ST AUGUST, 1932

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon following terms and conditions, and under the provisions of the Canada Grain Act, 1930.

1. *Maximum Rates—Special Bin Grain*

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen (15) days and putting into cars on track; no elevator shall charge more than three cents (3 cents) per bushel for flax, two and one-half cents ($2\frac{1}{2}$ cents) per bushel for wheat, barley and rye, and one and three-quarters cents ($1\frac{3}{4}$ cents) per bushel for oats.

2. *Graded Storage and Subject to Grade and Dockage Grain*

Receiving, elevating spouting, insurance against fire, storing for the first fifteen days and putting into cars on track no elevator shall charge more than three cents (3 cents) per bushel for flax, two cents (2 cents) per bushel for wheat, barley and rye, and one and three-quarters cents ($1\frac{3}{4}$ cents) per bushel for oats. Storage not otherwise provided, including insurance against fire, for each succeeding day after the first fifteen (15) days shall not exceed one-thirtieth of one cent ($\frac{1}{30}$ cent) per bushel.

3. *Cleaning*

The rate for cleaning grain shall be mutually agreed upon by the elevator operator and the owner of the grain according to the nature of its dockage, but in no case shall the rate exceed a maximum of two cents (2 cents) per bushel.

4. *Shrinkage*

No elevator shall take more than the allowance for shrinkage than the weight in pounds set forth in the shrinkage table as shown below.

All shrinkage on tough and damp grain shall not be more than double the allowance as set forth in the aforesaid schedule.

5. Dockage on Cash or Stored Grain

No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where the grains contain foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the test in the presence of the owner of the grain when requested.

6. General

When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

All tough, damp or wet grain, containing an excessive amount of snow and ice, may be handled subject to agreement between the owner of the grain and the operator.

SHRINKAGE TABLE

Gross bushels	WHEAT	FLAX AND RYE	Shrinkage allowance
	Gross weight in pounds	Gross weight in pounds	
	lbs.	lbs.	
Up to and including 25 bushels.....	1,500	1,400	5
Over 25 ".....	1,500	1,400	10
to 42 ".....	2,520	2,352	
Over 42 ".....	2,520	2,352	15
to 58 ".....	3,480	3,248	
Over 58 ".....	3,480	3,248	20
to 75 ".....	4,500	4,200	
Over 75 ".....	4,500	4,200	25
to 92 ".....	5,520	5,152	
Over 92 ".....	5,520	5,152	30
to 108 ".....	6,480	6,048	
Over 108 ".....	6,480	6,048	35
to 125 ".....	7,500	7,000	
Over 125 ".....	7,500	7,000	40
to 142 ".....	8,520	7,952	
Over 142 ".....	8,520	7,952	45
to 158 ".....	9,480	8,848	

OATS

Gross bushels	Gross weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including: 25 bushels.....	850	5
Over 25 ".....	850	6
to 42 ".....	1,428	
Over 42 ".....	1,428	8
to 58 ".....	1,972	
Over 58 ".....	1,972	11
to 75 ".....	2,550	
Over 75 ".....	2,550	14
to 92 ".....	3,128	
Over 92 ".....	3,128	17
to 108 ".....	3,672	
Over 108 ".....	3,672	20
to 125 ".....	4,250	
Over 125 ".....	4,250	23
to 142 ".....	4,828	
Over 142 ".....	4,828	26
to 158 ".....	5,372	

SHRINKAGE TABLE--*Concluded*
BARLEY

Gross bushels	Gros. weight in pounds	Shrinkage allowance
	lbs.	lbs.
Up to and including: 25 bushels.....	1,200	5
Over 25 ".....	1,200	8
to 42 ".....	2,016	
Over 42 ".....	2,016	12
to 58 ".....	2,784	
Over 58 ".....	2,784	16
to 75 ".....	3,600	
Over 75 ".....	3,600	20
to 92 ".....	4,416	
Over 92 ".....	4,416	24
to 108 ".....	5,184	
Over 108 ".....	5,184	28
to 125 ".....	6,000	
Over 125 ".....	6,000	32
to 142 ".....	6,816	
Over 142 ".....	6,816	36
to 158 ".....	7,584	

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*
D. A. MACGIBBON, *Commissioner.*
C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 16

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the sixth day of August, 1931, the said board did make the regulation as set out hereunder, in accordance with section 15 (q) and (r), of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF TERMINAL ELEVATOR CHARGES AT FORT WILLIAM AND
PORT ARTHUR TERMINALS

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930.

Elevation Charges

On straight grade, tough, damp or wet grain not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

	c. per bush.
Flax.....	2
Rye.....	1½
Wheat, oats and barley.....	1¼

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored it will only be at the owner's risk of deterioration. All damp grain and tough and damp flax will be dried without notice as soon after unloading as facilities will permit.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof after the first fifteen days—one-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixture, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof after the first fifteen days—one-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%), or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of screenings.

On wheat carrying a dockage containing five per cent (5%) or over wild oats, a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the inspection branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C. C. cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car—Five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds per car
Oats.. . . .	50 pounds per car
Barley.. . . .	50 pounds per car
Mixed grain.. . . .	50 pounds per car
Rye.. . . .	56 pounds per car
Flax.. . . .	56 pounds per car

All Charges

All charges for cleaning, drying or other treatment will be computed on gross weight of car, for elevation and storage on net weights. All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads for their removal and other additional expense in handling and unloading car—Five dollars (\$5) per bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Preparing Cars for Loading

When paper is used in preparing cars, there will be a charge of four dollars (\$4) per each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Tariffs of charges lower than the above maximum tariffs may be filed with the board by any terminal elevator, but such lower charges shall apply to all grain received at such elevator during the crop year 1931-32.

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MacGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 17

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the sixth day of August, 1931, the said board did make the regulations as set out hereunder, in accordance with section 15 (q) and (r), of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

**MAXIMUM TARIFF OF CHARGES AT GOVERNMENT INTERIOR TERMINAL ELEVATORS AT
SASKATOON, MOOSE JAW, CALGARY AND EDMONTON**

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, and under the provisions of the Canada Grain Act, 1930:

Elevation Charges

On straight grade, tough, damp, or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—One cent (1c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused. If received and stored, it will be only at the owner's risk of deterioration and under special contract, except that from November 1 to April 1 tough grain will be received and stored under the terms and conditions applying to straight grade grain.

On mixed grains handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—One and one-half cent (1½c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

On grain unloaded from wagons, or teams, receiving, elevating, cleaning, shipping, insurance against fire, storage for the first fifteen days—One and one-half cents (1½c.) per bushel.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-sixtieth of one cent (1/60c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing five per cent (5%) or more wild oats, a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste.

On oats and barley carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts of shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. cars) computed on the gross weight of the car, additional separating charges as follows:—

Dockage up to 10 per cent (domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents (1½c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade computed on gross weight of car—Five cents (5c.) per 100 pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds
Oats.. . . .	50 pounds
Barley.. . . .	50 pounds
Flax	56 pounds
Rye.. . . .	56 pounds
Mixed grain	50 pounds

All Charges

All charges for cleaning, drying or other treatment, will be computed on gross weight, for elevation and storage on net weights, all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads, for their removal and other additional expense in handling and unloading car—Five dollars (\$5) for each bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Sacking Grain

Sacking grain and unloading to cars or other vehicles will be subject to rate agreed upon.

Preparing Cars for Loading

When paper is used in preparing cars there will be a charge of four dollars (\$4) for each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time subject to the approval of the Board of Grain Commissioners.

Signed this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner.*
D. A. MACGIBBON, *Commissioner.*
C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

REGULATION No. 18

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg, on the sixth day of August, 1931, the said board did make the regulation as set out hereunder, in accordance with section 15 (q) and (r) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, August 22, 1931.

MAXIMUM TARIFF OF CHARGES TERMINAL ELEVATORS WEST OF CALGARY, ALTA.

For the crop year ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment shipments will be received upon the following terms and conditions and under the provisions of the Canada Grain Act, 1930.

Elevation Charges

On straight grade, tough, damp or wet grain, not otherwise specified, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days:—

Flax—Two cents (2c.) per bushel.

Rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Wheat, oats and barley—One and one-quarter cents ($1\frac{1}{4}$ c.) per bushel.

All tough, damp, wet, condemned, heating, heated or fireburnt grain may always be refused, if received and stored it will only be at the owners risk of deterioration and under special contract *except* that tough grain will be received and stored under the terms and conditions applied to straight grade grain as provided in the Canada Grain Act.

On mixed grains, handled as mixtures, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Two cents (2c.) per hundred pounds.

On screenings, receiving, elevating, shipping, storing and insurance against fire for the first fifteen days—Three cents (3c.) per hundred pounds.

Storage Charges

On straight grade and tough grain, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On mixed grain handled as mixtures, storage, including insurance against fire for each succeeding day or part thereof, after the first fifteen days—Two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

On screenings, storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

Screenings

On wheat carrying a dockage of three per cent (3%) or more, after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On wheat carrying a dockage containing five per cent (5%) or over of wild oats a separate return will be made for the wild oats, after deducting therefrom one-half of one per cent ($\frac{1}{2}$ %) on the gross weight of the car for waste.

On oats and barley, carrying a dockage of over five per cent (5%) after deducting one-half of one per cent ($\frac{1}{2}$ %) of the gross weight of the car for waste, a return will be made for the balance of the screenings.

On rye and flax carrying a dockage of over five per cent (5%) after deducting one per cent (1%) of the gross weight of the car to cover outward dockage and waste in cleaning, a return will be made for the balance of the screenings.

If disposition of screenings covered by outstanding returns is not received within thirty (30) days from the date of unloading, they may be disposed of for account of whom it may concern.

The holder of warehouse receipts or shut-outs covering dockage shall be entitled to receive such average quality of screenings as shall be determined by the Inspection Branch in accordance with sample tests which shall be made in such manner and when deemed necessary by said branch.

Cleaning Charges

On wheat, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

Dockage under 3 per cent—No charge.

Dockage 3 per cent to 5 per cent inclusive—One-half cent ($\frac{1}{2}$ c.) per bushel.

Dockage $5\frac{1}{2}$ per cent to 10 per cent—One cent (1c.) per bushel.

Dockage over 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On wheat carrying a return of wild oats computed on the gross weight of the car, an additional separating charge of one-half of one cent ($\frac{1}{2}$ c.) per bushel.

On oats, barley and rye, for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On all cars carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent, oats and barley—One cent (1c.) per bushel.

Over 5 per cent and up to 10 per cent, rye—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, oats and barley—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent, rye—Two cents (2c.) per bushel.

On all grain carrying a return of other domestic grain (C.C. Cars) computed on the gross weight of the car additional separating charges as follows:—

Dockage up to 10 per cent (Domestic grain)—Three cents (3c.) per 100 pounds.

Dockage over 10 per cent and up to 15 per cent—Four cents (4c.) per 100 pounds.

Dockage over 15 per cent—Five cents (5c.) per 100 pounds.

Flax cleaned from any other grain containing broken particles that cannot be separated, shall be classified as "Flax and Broken Wheat."

On flax for removal of dockage, other than domestic grain, there will be cleaning charges as follows:—

On flax carrying a dockage of:—

Up to and including 5 per cent—No charge.

Over 5 per cent and up to 10 per cent—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

Over 10 per cent—Two cents (2c.) per bushel.

Special Separations

Separations of mixed grains, or straight grade grains to improve grade, computed on gross weight of car—Five cents (5c.) per one hundred pounds.

On all such separations a deduction of one per cent (1%) of the gross weight will be made to cover invisible loss in separation.

Drying Charges

On tough grain—Three cents (3c.) per bushel.

On damp or wet grain—Five cents (5c.) per bushel.

Allowance for Invisible Loss and Shrinkage on all Cars

On all grain received, deductions from the gross weight of each car to cover invisible loss and shrinkage in handling will be made as follows:—

Wheat.. . . .	30 pounds per car
Oats.. . . .	50 pounds per car
Barley.. . . .	50 pounds per car
Mixed Grain.. . . .	50 pounds per car
Rye.. . . .	56 pounds per car
Flax.. . . .	56 pounds per car

All Charges

All charges for cleaning, drying or other treatment will be computed on gross weight of car—for elevation and storage, on net weights.

All charges accruing after issue of initial completed out-turn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

Bulkheads

On bulkheads for their removal and other additional expense in handling and unloading cars—\$5 for each bulkhead.

Unloading Sacked Grain

A charge of five cents (5c.) per sack will be made for unloading all sacked grain.

Sacking Grain

For sacking grain the following charges will be made:—

1½c. per bushel on sacks not exceeding 125 pounds.

2c. per bushel on sacks not exceeding 160 pounds.

2½c. per bushel on sacks not exceeding 220 pounds.

For double sacking one cent (1c.) per sack in addition to above.

For sacking screenings a charge of ten cents (10c.) a sack for sacking will be made.

Sacking of screenings will be done only when conditions warrant it, and the Superintendents of such terminal elevators will be the sole judges of this.

Sacks and twine to be furnished by the shipper or supplied at his expense. In case of machine sewing, one-half of one cent (½c.) per sack will be charged for twine.

Stencilling

A charge of one-half cent (½c.) per sack will be made for stencilling.

Preparing Cars for Loading

When paper is used in preparing cars, there will be a charge of four dollars (\$4) for each car.

Unspecified Grain

Unspecified grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

Tariffs of charges lower than the above maximum tariffs may be filed with the board by any terminal elevator but such lower charges shall apply to all grain received at such elevator during the crop year 1931-32.

Signed at Winnipeg, this seventh day of August, 1931.

E. B. RAMSAY, *Chief Commissioner*,
D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

REGULATION No. 19

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the fourteenth day of August, 1931, the said board did make the regulation as set out hereunder in accordance with section 15 (f), (g), (t) and (x) of the Canada Grain Act, 1930, and that this regulation cancel and supersede regulations of the board Nos. 3, 9, 10 and 12 as from September 1, 1931:—Published in *The Canada Gazette*, August 29, 1931.

PROCEDURE—COUNTRY ELEVATORS

General

1. The owner or operator of a country elevator shall post in the elevator in a conspicuous place:—

- (a) the licence to operate the elevator.
- (b) the maximum tariff of charges and shrinkage allowances.
- (c) all rules and regulations for country elevators issued by the Board of Grain Commissioners.
- (d) a diagram to a scale of not less than one-half inch to one foot, showing the location and numbers of the several bins in such elevator.

and shall always keep available in a conspicuous place, for reference by any person or persons, so desiring, a copy of the official handbook issued by the Board of Grain Commissioners on the "Sale and Handling of Grain through a Country Elevator."

2. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final, unless an investigation by the Board of Grain Commissioners shows a reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car, at the same price as the car was disposed of.

3. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

4. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

5. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent and the agent shall, if the owner so requests, advise such parties as the owner may instruct.

6. The owner of grain in an elevator, wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, must accept the elevator weights at the shipping point as final unless it is proved that the shipping weights are not correct. Provided, moreover, the owner of the grain can always demand an affidavit as the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

7. No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge or hypothecate any grain stored in such elevator or warehouse, for which storage tickets have been issued, and the owner or operator may be required by the board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding storage tickets.

8. No licence will be granted for the operation of any country elevator, the agents or buyer of which is subject to a shortage bond, and in the event of a shortage bond being entered into after licence has been granted, such licence will be subject to immediate cancellation.

9. When grain is stored in a public country elevator for cleaning, under section 113 of the Canada Grain Act, 1930, until such time as it can be cleaned, the elevator operator or manager shall issue in respect thereof a Special Bin Ticket (Form No. 1) Schedule 3 of the Canada Grain Act, 1930, surcharged.

"To be Cleaned Before Being Shipped"

After the grain is cleaned, such ticket shall be surrendered by the holder thereof to the operator or manager who shall then issue such ticket or tickets as may be requested or as the circumstances determine.

Tests for Moisture

10. When it is desired that an official test be made as to the moisture content of any grain a sample not less than eight ounces in weight must be forwarded to the chief inspector or the inspector in charge of any inspection point in a metal airtight container. This sample should be placed in the airtight container immediately the sample is taken from the bulk of the grain which the sample represents.

Special Bin or Subject to Grade and Dockage Grain or where there is Disagreement as to Grade and Dockage

11. The ticket or tickets issued where there is a disagreement as to grade and dockage or where grain has been received subject to inspector's grade and dockage must have incorporated thereon at the time of issue *the grade offered by the elevator owner or operator to the owner of the grain.*

Drawing of Samples

12. In the case of special bin or subject to grade and dockage grain a proper sample must be drawn from each load by the elevator operator at the time of delivery in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator, and all such samples must be placed in a suitable receptacle satisfactory to the Board of Grain Commissioners, and must be properly mixed in such receptacle. The receptacle shall be provided by the warehouseman and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by padlock which the owner of the grain shall provide, and the key of which he shall retain.

The receptacle or receptacles shall, after being locked by the owner of the grain, be kept by the elevator operator or manager in a locked cabinet or store-room, the key of which shall be kept by the elevator operator or manager.

Forwarding for Inspection Samples of Subject to Grade and Dockage Grain

13. A fair and proper sample of at least two pounds shall be drawn in the presence of the owner of the grain from the receptacle and forwarded jointly by the owner of the grain and the manager or operator of the country elevator, in a suitable receptacle, properly tied and sealed and marked "Subject to Inspector's Grade and Dockage," to the chief inspector of grain or the inspector in charge of any inspection point, and shall be accompanied by a request in writing of either or both parties aforesaid that the chief inspector or the inspector in charge of the inspection point will examine the sample and report on the grade and dockage that the grain is, in his opinion, entitled to and would receive if shipped to a terminal point and subjected to an official inspection.

On receipt of samples of grain from the manager or operator of a country elevator, or the owner of the grain, with advice as to the names of the elevator and of the owner of the grain and that such grain has been received at the elevator subject to inspector's grade and dockage, the chief inspector or the inspector in charge of any inspection point shall, as soon as practical, examine such sample or samples of grain and shall make out, in writing, a statement of his decision and shall transmit a copy thereof by mail to each of the parties concerned, preserving the original, together with the sample on file in his office.

The decision of the chief inspector in such cases shall be final.

After receiving the inspector's judgment showing the grade and dockage, the elevator operator, in the case of interim cash tickets shall issue in lieu thereof an ordinary cash purchase ticket on the basis of the grade and dockage given by the chief inspector or the inspector in charge of the inspection point and in the case of subject to grade and dockage storage tickets (Interim Elevator Receipts), shall issue graded storage tickets showing the grade and dockage as given by the chief inspector or the inspector in charge of the inspection point for the full amount of grain so taken into store, such graded storage tickets to bear the same date as the original interim elevator receipt, after which the grain shall be subject to the rules and regulations covering graded stored grain.

14. At the time of delivery of any grain where an interim elevator receipt or interim cash purchase ticket is being issued and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector or the inspector in charge of the inspection point, it will still grade "tough, damp or wet."

*Submission of Samples of Special Bin Grain for Examination by
Chief Inspector*

15. On the request made to the manager of a country elevator, within fifteen (15) days after the receipt of the inspection certificate covering a shipment from a country elevator of special bin grain, by the owner of the grain or his agent who considers that the grade placed on his grain is not satisfactory, or who considers that the identity of his grain has not been preserved, both parties thereupon shall forward, charges prepaid and properly sealed, to the chief inspector, the receptacle containing the sample taken at the time of the receipt of the grain in the country elevator. The receptacle shall be plainly marked "special bin grain." The owner of the grain shall forward, under separate cover to the chief inspector, the key of the lock placed on the receptacle. The manager of the elevator shall inform the chief inspector by letter that the sample is being forwarded and shall request him to compare the sample forwarded with the sample taken by the Inspection Department from the car at the time of inspection and to state whether, in his opinion, the identity of the grain has been preserved.

The chief inspector shall compare the two samples of grain and advise the manager or operator of the elevator and the owner of the grain of his opinion as to whether or not the identity of the grain has been preserved. In cases where the chief inspector is of the opinion that the identity has not been preserved, he shall inform the parties concerned of the grade of the sample forwarded from the elevator.

If, after the receipt of this advice from the chief inspector, the owner of the grain and the manager of the elevator or operator cannot come to an amicable settlement, a complaint shall be made to the Board by either of the parties concerned and the Board shall make an order for settlement.

The chief inspector shall preserve both the elevator sample and the sample drawn at the time of inspection *from such period of time* as he considers necessary and convenient.

Signed and sealed at Winnipeg, this seventeenth day of August in the year 1931.

E. B. RAMSAY, *Chief Commissioner*,
D. A. MACGIBBON, *Commissioner*,
C. M. HAMILTON, *Commissioner*.

J. RAYNER, *Secretary*.

REGULATION No. 20

At a regular meeting of the Board of Grain Commissioners for Canada held at Winnipeg on the second day of September, 1931, the said board did make the regulation as set out hereunder in accordance with section 15 (q) of the Canada Grain Act, 1930:—Published in *The Canada Gazette*, October 10, 1931.

MAXIMUM TARIFF OF CHARGES FOR HANDLING GRAIN AT EASTERN ELEVATORS

Crop Year Ending August 31, 1932

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions, under the provisions of the Canada Grain Act, 1930, and in accordance with the terms of the licence issued to the manager of the elevator by the Board of Grain Commissioners.

GEORGIAN BAY AND LOWER LAKE PORTS

Elevation Charges

Receiving from vessels or cars, elevating, weighing, and delivering to vessel or cars and storage for the first fifteen days:—

Grain for domestic use—One cent (1c.) per bushel.

Grain for export use—Three-quarters of one cent ($\frac{3}{4}$ c.) per bushel.

Storage Charges

For each succeeding period of ten days or part thereof after the first fifteen days—One-quarter of one cent ($\frac{1}{4}$ c.) per bushel.

Except that on all grain unloaded between the 1st of January, 1932, and the 31st of March, 1932, both dates inclusive, there shall be thirty days free storage and a charge of one-quarter cent ($\frac{1}{4}$ c.) per bushel for each succeeding ten-day period, or part thereof, until the 31st March, 1932.

UPPER ST. LAWRENCE GROUP (PORT COLBORNE, PRESCOTT, KINGSTON)

Elevation Charges

Receiving from vessels, including shovelling, elevating, weighing and storage for the first fifteen days—\$5.50 per thousand (1,000) bushels or .00550 per bushel.

Receiving from cars, including elevating, weighing and storage for the first fifteen days—One cent (1c.) per bushel.

Discharging to vessels, including elevating, weighing and trimming—\$3 per thousand (1,000) bushels.

Discharging to cars, including elevating, weighing and delivery to the car—One cent (1c.) per bushel.

Storage Charges

For each succeeding period of ten days or part thereof after the first fifteen days—Four-tenths of one per cent per bushel ($\frac{4}{10}$ c.).

Except that on all grain unloaded between the 1st of January, 1932, and the 31st of March, 1932, both dates inclusive, there shall be thirty days free storage and a charge of three-eighths of one cent ($\frac{3}{8}$ c.) per bushel for each succeeding fifteen-day period or part thereof, until the 31st of March, 1932, after which date the charge will be four-tenths of one cent ($\frac{4}{10}$ c.) per bushel for each succeeding ten-day period, or part thereof, until the 31st of August, 1932.

LOWER ST. LAWRENCE GROUP (MONTREAL, QUEBEC, SOREL)

Elevation Charges

Receiving from vessels, including shovelling, elevating, weighing and storage for the first ten days—\$6.25 per thousand (1,000) bushels.

Receiving from cars, including elevating, weighing, and storage for the first ten days—\$6 per thousand (1,000) bushels.

Discharging to vessels or cars, including elevating and weighing—\$4 per thousand (1,000) bushels.

Storage Charges

For each succeeding days one-twenty-fifth of one cent ($\frac{1}{25}$ c.) per bushel per day except after 1st of December, 1931, when charges at regular rates for storage amount to one and one-half cents ($1\frac{1}{2}$ c.) per bushel, no further charge will be made until the 16th of April, 1932.

ATLANTIC PORTS (SAINT JOHN AND HALIFAX)

Elevation Charges

Receiving, elevating, weighing, delivering and storage for the first ten days—One cent (1c.) per bushel.

Storage Charges

For each succeeding day after the first ten days—One-twenty-fifth of one cent ($\frac{1}{25}$ c.) per bushel, except that on export grain held in storage after 1st of May, 1932, the total subsequent storage charges shall not exceed one and one-half cents ($1\frac{1}{2}$ c.) per bushel up to and including 30th November, 1932.

General

Shovelling grain on vessels (when inclusive charge not made)—\$4 per thousand (1,000) bushels.

Turning (each operation) $\frac{2}{5}$ c. per bushel.

Cleaning (each operation) 1c. per bushel.

Bulkheading or separating, and less than carload shipments—One-half cent ($\frac{1}{2}$ c.) per bushel in addition to usual elevation charge, exclusive of cost of material required for bulkheading or separating.

Sacking—Three cents (3c.) per bushel (owners of grain to supply sacks).

Drying (except salvage grain)—\$50 per thousand bushels.

Charges for drying salvage grain, handling ground grain and grinding, shall be subject to special arrangements to be made by the owner or shipper of the grain with the operator or manager of the elevator.

Conditioning by cold blast treatment—One cent (1c.) per bushel.

Elevation and drying charges will be computed on the weight of the grain as taken into the elevator. Storage will be assessed on the weight after drying, loss of weight in drying to be borne by the owner of the grain.

Service required after the usual working hours on week days and on Sundays and legal holidays will be subject to special charges to be arranged between the manager of the elevator and the owner or shipper of the grain.

The rates per bushel shall be assessed on the following weights:—

	Lbs.
Wheat..	60
Oats..	34
Barley..	48
Corn..	56
Flax..	56
Rye..	56
Oat Scalpings..	34
Screenings..	48
All other grains..	60
Buckwheat..	48

Tariffs may be filed with the Board lower than the maximum but such tariff shall apply to all grain received at such elevator during the Crop Year 1931-32.

Signed at Winnipeg, this eighth day of September, 1931.

E. B. RAMSAY, *Chief Commissioner.*

D. A. MACGIBBON, *Commissioner.*

C. M. HAMILTON, *Commissioner.*

J. RAYNER, *Secretary.*

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1931



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for Canada

FOR THE YEAR

1932



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1933

TABLE OF CONTENTS

	PAGE
REPORT OF THE BOARD.....	5
Country Meetings.....	6
Country Elevator Overages.....	6
Committees on Grain Standards.....	7
Grain Appeal Tribunals.....	8
Country Elevator Inspection.....	8
Audit: Terminal Elevators.....	9
Distribution of Wheat Bonus.....	9
Interior Terminal Elevators.....	10
Hudson Bay Route	10
Lake Freight Rates.....	11
APPENDICES—	
No. 1 Report of Secretary.....	12
(a) Complaints.....	13
(b) Prosecutions.....	14
(c) Defaults.....	14
(d) Cars out of turn.....	14
(e) Licences issued 1931-32.....	14
(f) Summary of licences issued past nineteen years.....	16
(g) Grain Loading Platforms.....	17
(h) Report of Statistician.....	17
(i) Summary of Annual Weigh-up—Terminal Elevators.....	24
No. 2. Report of Registrar.....	27
3. Report of Chief Inspector.....	28
4. Report of Chief Weighmaster.....	34
5. Report of General Manager, Canadian Government Elevators.....	42
6. Report of Grain Research Laboratory.....	43
7. Report of Revenue and Expenditure.....	44
8. Report of Wheat Bonus Branch.....	54
9. Regulations of the Board.....	56

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 24, 1933.

Hon. H. H. STEVENS,
Minister of Trade and Commerce,
Ottawa.

SIR,—In submitting to you, as required under section 23 of the Canada Grain Act, a report on the activities of the board for the past calendar year, and of the administrative problems which have confronted us, it is a matter of gratification to us to be able to state that we have not experienced any untoward difficulties in our administrative work. The Canada Grain Act, 1930, continues to function satisfactorily and as far as we are aware has placed on no particular interest any undue strain. During the year the Act was amended enlarging the powers of the board in their ability to deal with elevator tariffs. As a result, on representations made to the board, the storage charges on grain were reduced from one-thirtieth of a cent per bushel per day to one forty-fifth of a cent per bushel per day for elevators situated in the Western Inspection Division. This reduction was designed for the assistance of the producer who might be holding his grain in storage.

We would again comment on the satisfactory services being rendered this year to the general public by the elevator system of Canada, which is evidenced by the reduced number of complaints, prosecutions, defaults, etc.; these in the past year amounted to one hundred and ten, in respect to country elevators, as compared to one hundred and fifty-four during the preceding year. These complaints from individual farmers of course vary with the type of crop which it is necessary to handle, and the crop of the year under review was one of those with which there was little difficulty encountered by the country elevator operators in grading to the satisfaction of their customers. A growing appreciation by country elevator operators of the regulations under which they carry on their business and their obligations to the general public, has no doubt had some bearing on this feature. The promptness and despatch with which country complaints are dealt with by the assistant commissioners has also an important effect on this condition.

During the past year the board has been called upon to adjudicate upon several important cases, which is rather in the nature of a new development. Two of these cases dealt chiefly with the question of default in delivery by terminal elevators. The first case is Eastern Terminal Elevator Company Limited vs. N. M. Paterson & Company Limited, and the second one H. S. Johnston Grain Company Limited vs. Searle Terminal Limited.

During the past year Commissioner D. A. MacGibbon was seconded from his regular duties and placed at the disposal of the Government during the Imperial Economic Conference.

The controversy in regard to the proper methods of grading Garnet wheat has again been the subject of attention, and Chief Commissioner E. B. Ramsay, accompanied by the secretary, Mr. J. Rayner, made a hurried trip through Northern Europe for the purpose of ascertaining how Canadian wheat is meeting

the requirements of European markets, and particularly the attitude of the millers towards Garnet wheat. In the course of this investigation the officials, already referred to, visited England, Scotland, France, Belgium, Holland, Germany and Denmark, meeting a large number of millers and traders in wheat. At the same time Dr. F. J. Birchard, chemist of the board, was in Italy attending the International Milling and Baking Exhibition, and he incidentally interviewed the necessary importers and millers in that country, in Switzerland, and in Southern Germany.

The situation in respect to this particular variety of wheat is a very difficult one, more particularly in view of the condition of the export wheat market at the present moment; and while, theoretically, the board has little doubt as to the proper course to pursue in the grading of this wheat, considerations involving the domestic situation of the farmer coupled with the situation in the export market where Two Northern is selling at a spread of one and a half cent per bushel under One Northern, makes the board very reluctant to take any steps at the present moment which might further tend to disturb these conditions by the creating of new and additional grades for Canadian wheat. They are, however, preparing an amending bill to the Canada Grain Act, although it is doubtful, having regard to the many interests which must be consulted in this connection, whether it will be possible to complete the same in time for this session of Parliament.

Collateral to the problem of Garnet wheat there are certain provisions of the Act which require revision, in the light of the experience of the board during the past three years. These also will be embodied in the amending Bill and submitted to you for approval in due course.

COUNTRY MEETINGS

It is the policy of the board to attend from time to time meetings of representative farmer organizations in the country, either through its own members or by placing at the disposal of those organizations the services of the assistant commissioner in each province. There have been comparatively few requests received in the past year as the necessity for these meetings is to some extent limited now as a result of the board's activities in previous years. This is evidenced by the continual reduction in the number of complaints received from individual farmers; and as the board, during the year under review, worked short-handed for the reasons already referred to, it was something in the nature of a relief not to be called upon to a large extent for this service.

COUNTRY ELEVATOR OVERAGES

The board have had under review during the past year the statements for the crop year 1930-31 of the receipts and shipments at all country elevators, and while at certain points on the systems of some licensees, overages in excess of the legal maximum were disclosed, these have generally been satisfactorily accounted for.

The board now maintain an individual record of all country elevator operators on which is entered the overages disclosed in each crop year so that the board may readily have available the record of these individual operators and are thus in a position to take any action deemed necessary towards the elimination of operators with a consistently bad record of overages.

As pointed out in previous reports to you, this is a very difficult matter but we believe that under the treatment which we have given to the same the situation is rapidly improving and these overages promise to be reduced shortly to the point of a reasonable percentage of error.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1932-33 were constituted by the board in accordance with section 25 of the Canada Grain Act, 1930, as follows:—

Committee on Western Grain Standards

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 George Hill, Chairman, Grain Appeal Tribunal, Calgary.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 Dr. F. J. Birchard, Chemist in charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing the millers.

George Bennett,	}	representing Grain Growers in Alberta.
W. H. Fairfield,		
C. C. Gillies,		
W. McLeod		
J. D. Read,	}	representing Grain Growers in Saskatchewan.
Dean A. M. Shaw,		
J. Wellbelove,		
A. E. Wilson,		
Geo. E. Canfield.		
Dr. G. P. McRostie,	}	representing Grain Growers in Manitoba.
P. V. Wright,		
D. A. Kane.		

K. Campbell, representing Grain Growers in British Columbia.
 C. J. Drake, Secretary.

Committee on Eastern Grain Standards

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing the Montreal Board of Trade.
 E. D. Sullivan, representing the Toronto Board of Trade.
 T. A. Climo, representing the exporters of grain.

C. H. G. Short,	}	representing millers of wheat in the Eastern Division.
J. J. Page,		
H. A. Gilroy,	}	representing Grain Growers in Ontario.
W. A. Amos,		

J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 J. M. Vittie, Additional.
 G. E. McConney, Additional.
 F. D. Tolchard, Secretary, Toronto.
 H. C. Beatty, Secretary, Montreal.

Meetings of these committees were convened by the board as follows:—

Western Committee at Winnipeg—October 18, 1932.

Eastern Committee at Toronto—November 18, 1932.

Eastern Committee at Montreal—November 21, 1932.

GRAIN APPEAL TRIBUNALS

The Grain Appeal Tribunals as constituted by the board at Winnipeg, Calgary and Edmonton in the Western Division and at Toronto and Montreal in the Eastern Division, continued in operation during the year 1932.

Changes as follows in the personnel of these tribunals occurred during the year:—

Winnipeg: J. Cuddy appointed chairman vice G. Serls.

Calgary: F. T. Allison appointed member vice S. J. Ewing.

The personnel of these tribunals is as follows:—

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (chairman),	George Hill (chairman),	C. R. Manahan (chair'n),
Grant Hammond,	W. W. Cumming,	J. W. Allen.
J. McMahon,	F. T. Allison,	W. H. Boyle,
A. F. Moore,	J. A. Harris,	A. Fraser,
J. Murray,	W. McLeod,	C. C. Gillies,
S. C. Swanton,	E. J. Munson,	J. A. Kyle,
C. J. Wells,	A. Piersen,	L. T. Ingram,
P. V. Wright,	C. W. Roenish,	R. H. Settle,
C. J. Drake (secretary).	F. W. MacKenzie (sec'ry).	F. J. Wolfe,
		John Blue (secretary).

<i>Toronto</i>	<i>Montreal</i>
C. B. Watts (chairman),	C. B. Esdaile (chairman).
C. W. Band,	B. J. Bolan,
R. I. Braiden,	A. Chaplin,
N. H. Campbell,	T. B. Earle,
D. O. Ellis,	R. Hume,
C. W. Heimbecker,	H. C. Beatty (secretary).
L. S. Johnston,	
W. H. McCarthy,	
G. E. McConney,	
E. D. Sullivan,	
F. D. Tolchard (secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1932

	Number of appeals held	Number of appeals allowed		Number of appeals disallowed
		Raised	Lowered	
Winnipeg.....	627	53	13	561
Calgary.....	568	68	42	458
Edmonton.....	672	65	10	597
Toronto.....				
Montreal.....	1			1

COUNTRY ELEVATOR INSPECTION

The practice instituted by the board during the year 1931 of inspection of country elevators by the assistant commissioners was continued during the summer months of 1932, and it is considered that this practice continues to be beneficial to everyone concerned.

It has been noticeable that in the reports of these inspections submitted to the board, the number of points which it has been necessary to draw to the attention of licensees show a marked decrease from the reports for the year 1931.

The number of elevators visited during the year is as follows:—

Alberta.....	165
Saskatchewan.....	352
Manitoba.....	136
Total.....	<u>653</u>

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS DURING THE CROP YEAR ENDED JULY 31, 1932

In order to properly check the operations of the public and semi-public terminal elevators with a view to ascertaining that outstanding warehouse receipts issued by the licensees of such elevators were covered by actual stocks of grain and that the provisions of the Canada Grain Act in regard to non-mixing in public terminal elevators of any different grades and in semi-public terminal elevators of the first four grades specified in Schedule One of the Canada Grain Act, 1930, had been complied with, all grain in store in these elevators was weighed over and inspected by officials of the board at the end of the crop year.

From the statements of this audit prepared by the Statistical Branch, licensees of the elevators concerned were ordered by the board to make certain minor adjustments in order to provide that the outstanding warehouse receipts were covered by actual stocks in store and these adjustments were duly carried out.

On applying the provisions of section 138 of the Canada Grain Act, 1930, to the statements of this audit, there were not disclosed any excessive overages due to the Crown.

WHEAT BONUS

One of the major activities of the board during the past year was continuing the distribution of the five cent bonus and the winding up of the same. We need not comment on the difficulties of this operation as these will be apparent to yourself. The distribution involved the sum of \$12,720,121.07 and occasioned the use of 2,891,313 bonus certificates.

Numerous inquiries, disputes and complaints were referred to the board and settled, after investigation in which the services of the assistant commissioners were utilized to a large extent, and we believe that the wishes of Parliament as to the distribution of this bonus have been fully carried out, the money in question going directly into the hands of the primary producer of wheat irrespective of the ownership of the same, i.e. in terms of "An Act Respecting Wheat."

Disputes.—In addition to the 206 disputes between different parties as to the proper party to receive the bonus, received by the board during the year 1931, 136 further disputes have been submitted to the board during the year 1932 and with the exception of four cases still outstanding at December 31, 1932, all of these 342 disputes have now been settled.

Complaints.—Thirty-seven complaints have been made to the board in regard to the improper collection of bonus. After investigation, the board instituted proceedings in the civil courts in nineteen cases. Convictions were obtained in eighteen cases resulting in ten parties being fined, four given suspended sentences, two ordered to pay the costs of the court and two sentenced to terms of imprisonment. In the other case the charge was dismissed for lack of satisfactory evidence.

Irregular Issue of Bonus by Agents of Licensees.—Licensees of the board distributing the bonus, performed the work involved in a most satisfactory manner but in seven cases it was established that agents of licensees had fraudulently issued wheat bonus certificates. The amounts involved were recovered under the terms of the bond taken out by the board to cover all licensees issuing bonus. In three of these cases, proceedings were instituted in the courts against the offending parties and in the two cases disposed of to date, convictions were obtained. One of the parties was sentenced to a term of imprisonment and the other given suspended sentence. In two cases the offending parties have been sentenced to terms of imprisonment on other charges, while in the two remaining cases no further action was taken by the board as the amounts involved were quite small.

Audit.—The wheat bonus accounts have been duly audited and for your information, a copy of the auditors' certificate is appended herewith.

INTERIOR TERMINAL ELEVATORS

These facilities, which were provided for the use of the general public by the Dominion Government from time to time, have not operated successfully during the year under review. The chief reason for this is the peculiar market conditions which have obtained. The necessity of having to keep those facilities open for the use of the public at a heavy expenditure without obtaining any business for them is a matter of grave consideration to the board and an attempt is now being made to work out some means of utilizing the same, and will be the subject of a recommendation to yourself at an early date.

HUDSON BAY ROUTE TO EUROPE (PORT CHURCHILL)

A matter of great interest to Western Canada during the past year was the opening of this new route for western Canadian grain. In order that there might be nothing left undone, which would assure the satisfactory operation of the facilities at that port, the board assumed the responsibilities for the same and handled through their officers the various documents in connection with the grain and the granting of permits for shipments there, and also provided the necessary inspection and weighing services. The season opened on August 13 and closed on October 10, the elevator being licensed as a semi-public terminal elevator. During this period a total of 2,736,029-50 bushels of grain were inspected out, comprising ten cargoes. The only accident occurring in connection with the port was the sinking of the *Bright Fan*, a most unfortunate occurrence, which, however, was investigated by a Royal Commission. Nothing, however, was disclosed which would discredit the route.

In order to establish the port the elevator facilities were operated without handling or storage charges, and unless some change takes place in the attitude of western interests it is not clear to us that the development of the port will take place as rapidly as might be the case if it were not necessary for exporters, desiring grain for shipment via Churchill, to divert it by purchases from those having interests in terminal facilities at Fort William. We are of the opinion that the bulk of the grain sold for shipment through Churchill was at a premium, which included the regular fobbing charge for shipment via the established eastern route. For this reason and under present market conditions it will be extremely hard to operate the elevator at Churchill on a competitive tariff with Fort William.

It might be observed, incidentally, that during the visit of the chief commissioner to Europe the opinion as to the quality of the shipments obtained via Churchill was that they were very satisfactory.

LAKE FREIGHT RATES

Under the Inland Water Freight Rates Act (1923), the board is charged with the duty of prescribing maximum lake rates on grain when in its opinion these rates become excessive or discriminative as compared with rates charged for similar traffic between Canadian and United States ports. In the early part of the shipping season of 1932, lake rates fell to what were considered to be unremunerative levels and in July, the Associated Lake Freighters Limited was formed. In July an advance in rates on grain carried between Port Arthur-Fort William and other Canadian ports occurred. Further advances occurred at intervals until on October 1, the rate of 7 cents per bushel on wheat was put into effect between Fort William and Montreal. At this point, the board intervened and on representations being made to the Associated Lake Freighters Limited, the maximum rate was reduced to $6\frac{1}{2}$ cents per bushel on wheat and continued at this rate for the balance of the season.

GENERAL

The departmental reports of our various officers are attached for your information. These reports go very fully into the detail of the various departmental activities and we would commend them to your attention.

May we briefly comment on the excellent morale of the staff, the thoroughness with which their duties have been carried out, and the very satisfactory co-operation of the Department of Trade and Commerce, all of which has tended materially to the assistance of the board in carrying out its duties.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF THE SECRETARY

WINNIPEG, MAN., January 16, 1933.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

SIR,—I have the honour to submit the following report covering the work of the executive offices of the board during the year ended December 31, 1932.

SECRETARY'S OFFICE

In addition to the normal routine work of the executive offices of the board, the staff of the secretary's office has handled a large volume of work in connection with the administration of the distribution of the wheat bonus, and at the same time has endeavoured to improve the systems employed in the ordinary routine work.

With the exception of the period when I accompanied the chief commissioner to Europe, I attended all the meetings of the board held during the year under review and have carried out the instructions of the board given thereat, in addition to issuing to all parties concerned the orders, rulings and regulations of the board. During my absence, Mr. R. D. Taylor carried out the duties of acting secretary in a very able manner.

LICENCE AND BONDING BRANCH

The work of the Licence and Bonding Branch continues to be carried out under Mr. C. F. Spittle, warehouseman to the board. While the number of licences issued for the crop year 1931-32 shows a decrease of 644 from the number issued for the previous crop year, the actual number of firms and individuals licensed in the year under review was 252 as against 200 in the previous crop year. This increase was occasioned by a number of small country mills that are not required to be licensed under the Canada Grain Act making application for licences under the board to enable them to distribute the wheat bonus.

An efficient system of individual records of country elevator agents has been instituted by this branch and these records show the overages disclosed by such operators during the different crop years.

The staff of this branch has also assisted in handling the necessary work carried out in the executive offices of the board in connection with the distribution of the wheat bonus.

STATISTICAL BRANCH

This branch continues to collect and collate all the necessary statistics in connection with the movement of Canadian grain as well as maintaining certain records in accordance with the provisions of the Canada Grain Act. The work of the branch during the year under review has been up to its usual high standard. The report of the statistician is attached as an appendix hereto.

The following memoranda summarizing different matters handled and statements compiled by the executive offices are attached hereto:—

- (a) Complaints.
- (b) Prosecutions.
- (c) Defaults.
- (d) Cars out of turn.
- (e) Licences issued crop year 1931-32.
- (f) Licences issued during past nineteen years.
- (g) Grain loading platforms.
- (h) Report of Statistician.
- (i) Annual weigh-up, terminal elevators, 1932.

Your obedient servant,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended December 31, 1932, the board investigated in addition to the seventeen complaints outstanding at December 31, 1931, one hundred and ten complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the weighing and grading of grain, the operations of licensees and the operation of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.....	14	
Saskatchewan.....	27	
Alberta.....	69	
	<hr/>	110

Summary of disposition of country complaints:—

No grounds for complaint.....	42	
Complaints withdrawn.....	14	
Settlement affected between parties.....	39	
Outside jurisdiction of board.....	13	
Settlement ordered by board.....	5	
Defendant prosecuted.....	1	
Not yet disposed of.....	13	
	<hr/>	127

MISCELLANEOUS COMPLAINTS

Five complaints were received during the year regarding handling of grain in the Eastern Division and shipments from terminal elevators.

Summary of disposition of miscellaneous complaints:—

No grounds for complaint.....	1	
Complaint withdrawn.....	1	
Settlement ordered by Board.....	3	
	<hr/>	5

EXPORT SHIPMENTS

During the year under review fifteen complaints were received in respect to the quality and cleanliness of export shipments of Canadian grain. In two cases after investigation it was found that there were no grounds for complaint, the remaining thirteen complaints have not yet been finally disposed of.

(b) PROSECUTIONS

During the year 1932 the board instituted proceedings in the civil courts in two cases of breaches of the Canada Grain Act. In the first case the defendant was convicted and fined but the second case has not yet been dealt with by the courts.

(c) DEFAULTS

During the year 1932 there were no cases of defaults by licensees of the board.

(d) CARS OUT OF TURN

No occasion arose during the year 1932 for the board to order cars out of turn in accordance with section 68 of the Canada Grain Act, 1930.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON
1931-1932

During the season, which commenced September 1, 1931, and ended August 31, 1932, 252 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Five thousand, five hundred and thirty-one applications for licences were received and 5,486 licences were issued. 5 of the applications received were for transfer of licences and 40 applications were withdrawn.

APPLICATION RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track buyers.....	62	5	57	.....
Commission Merchants.....	64	.....	64	.....
Grain Dealers.....	88	13	75	.....
Public Terminal Elevators.....	10	.....	10	.....
Semi-Public Terminal Elevators.....	32	.....	32	.....
Private Terminal Elevators.....	38	1	37	.....
Eastern Elevators.....	28	.....	28	.....
Mill Elevators.....	28	2	26	.....
Country Elevators.....	5,169	19	5,145	5
Private Country Elevators.....	12	.....	12	.....
	5,531	40	5,486	5

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the board on the dates shown:—

Track Buyer's Licence No. G. 55—Mitchell Grain Co., Ltd., Cancelled February 2, 1932.

Commission Merchant's Licence No. H. 38—Mitchell Grain Co., Ltd Cancelled February 2, 1932.

Commission Merchant's Licence No. H. 39—Consumers Elevator Co., Ltd. Cancelled February 2, 1932.

Commission Merchant's Licence No. H. 51—McBean Brothers. Cancelled September 24, 1931.

Commission Merchant's Licence No. H. 52—Blackburn, Mills & Graham, Ltd. Cancelled November 5, 1931.

Commission Merchant's Licence No. H. 54—E. J. Bawlf Grain Co., Ltd. Cancelled October 9, 1931.

Grain Dealers Licence No. 7—D. Kalmokoff & Company, Cancelled February 4, 1932.

Country Elevator Licence No. 5063—Mitchell Grain Co., Ltd. Cancelled February 2, 1932.

Licence fees collected amounted to \$29,795; of this amount \$245 was refunded to the applicants owing to applications having been withdrawn.

Surety bonds amounting to \$23,830,651.50 were executed by twelve of the approved surety companies and were deposited with the board as security covering the operation of the licensees, in addition three of the licensees deposited negotiable bonds with a par value of \$40,000 in lieu of furnishing the usual forms of surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS, 1913-1914 TO 1931-1932
(Licence year commences 1st of September)

Kind	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915	1913- 1914
Public Country Elevators.....	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552
Private Country Elevators.....	12	385	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public Terminal Elevators.....	10	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14
Semi-public terminal elevators.....	32	35	(formerly licensed as Private Elevators)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Private terminal elevators.....	37	40	*76	*80	*80	*67	*64	*65	*60	*32	*29	*25	*17	*18	*20	*21	*19	*18	*13
Eastern elevators.....	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†16	†18	†16	†18	†18	†20
Mill elevators.....	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	.....	.....	.....	.....	.....	.....	.....	.....
Elevator space.....	.....	.....	1	1	1	3	3	2	2	2	.....	.....	.....	.....	7	7	10	7	3
Track buyers.....	57	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137
Commission merchants.....	64	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91
Grain dealers.....	75	3	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....	.....	.....	.....
Total number issued.....	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924	2,830

‡ Licensed as Manufacturing Elevators. † Licensed as Public Elevators. * Licensed as Private Elevators.

(g) GRAIN LOADING PLATFORMS

Only two (2) applications for the construction of loading platforms have been received by the board since December 31, 1931. Both applications were rejected.

At May 15, 1932, there were 2,710 loading platforms in Western Canada at which farmers could load grain, without putting such grain through Country elevators, since 6,457 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of Platforms	Car Capacity
Manitoba.....	630	1,764
Saskatchewan.....	1,281	3,040
Alberta.....	752	1,561
British Columbia.....	37	71
Ontario.....	10	21
Total as at May 15, 1932.....	2,710	6,457

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit herewith my report for the crop year 1931-32.

The following statistical tables will be found to indicate the total carry-over of Canadian grain in Canada at the commencement of the crop year; the total production in 1931; the quantities handled by the different groups of elevators in the course of marketing and transportation between producer and consumer; and the amounts exported, consumed and remaining as carry-over in Canada at the end of the crop year; of the five principal grains.

CROP YEAR 1931-32 (ENDED JULY 31)

	Carry-over July 31, 1931	Total crop in Canada	Total disposed of during year	Carry-over July 31, 1932
	bush.	bush.	bush.	bush.
Wheat.....	134,078,963	304,144,000	306,378,157	131,844,806
Oats.....	63,431,989	328,278,000	361,860,670	29,849,319
Barley.....	29,461,716	67,382,600	89,648,659	7,195,657
Flaxseed.....	833,914	2,565,000	2,077,556	1,321,358
Rye.....	14,417,223	5,322,000	14,320,078	5,419,145

EXPORT SHIPMENTS OF CANADIAN GRAIN

	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		Imports by U.S.A. mills for milling in bond	Total
		Canadian	U.S.A.		
	bush.	bush.	bush.	bush.	bush.
Wheat.....	76,219,769	*64,950,841	33,444,729	11,600,000	186,215,339
Oats.....	6,904,602	5,885,681	42,514		12,832,797
Barley.....	1,835,708	10,663,839	827,307		13,326,854
Rye.....	123,832	8,265,275	671,650		9,060,757

* Includes 544,769 bush. shipped from Churchill, the new port on Hudson Bay.

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1931, BY PROVINCES

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	27,000,000	25,500,000	15,400,000	450,000	661,000
Saskatchewan.....	121,000,000	67,700,000	14,340,000	1,820,000	2,396,000
Alberta.....	136,000,000	90,500,000	20,800,000	200,000	1,100,000
Total.....	284,000,000	183,700,000	50,540,000	2,470,000	4,157,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	4,034,547	1,684,976	5,719,523
Saskatchewan.....	3,266,960	1,699,256	4,966,216
Alberta.....	3,899,081	2,393,450	6,292,531
British Columbia.....	.....	7,749	7,749
Total.....	11,200,588	5,785,431	16,986,019

TOTAL DELIVERIES AT COUNTRY ELEVATORS (UNREVISED FIGURES)

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	19,661,391	2,901,394	3,649,856	274,438	481,393
Saskatchewan.....	113,175,400	13,059,944	3,021,555	1,515,979	1,560,176
Alberta.....	118,129,878	22,564,867	4,602,604	119,727	411,401
Total.....	250,966,669	38,526,205	11,274,015	1,910,144	2,452,970

TOTAL INSPECTIONS, BY PROVINCES OF ORIGIN

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	26,160,000	1,854,000	4,287,500	292,500	577,500
Saskatchewan.....	116,860,000	15,410,000	3,995,000	1,483,500	2,018,300
Alberta.....	115,736,000	24,150,000	4,975,500	137,000	401,500
British Columbia.....	110,000	96,000	6,000	.....	2,700
Total.....	258,866,000	41,510,000	13,264,000	1,913,000	3,000,000

TOTAL NET HANDLINGS AT FORT WILLIAM—PORT ARTHUR

Receipts.....	149,856,610	12,961,424	5,979,953	1,655,942	2,694,981
Shipments.....	147,029,279	14,429,935	11,185,782	1,108,545	9,734,997

TOTAL NET HANDLINGS AT VANCOUVER—NEW WESTMINSTER, B.C.

Receipts.....	75,472,300	7,382,427	2,057,298	3,663	168,946
Shipments.....	75,585,036	7,025,976	1,845,940	1,726	230,107

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	1,150,992	104	.....	.....	.....
Shipments.....	320,320	1,418	.....	.....	.....

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	855,536	1,516	.....	.....	.....
Shipments.....	518,187	7,438	.....	.....	.....

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,835,278	1,249	.....	.....	.....
Shipments.....	544,769	.....	.....	.....	.....

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
<i>Receipts—</i>					
Calgary.....	1,663,322	37,137	346,962		8,497
Edmonton.....	1,821,559	298,946	75,620		3,243
Lethbridge.....	4,540				
Moose Jaw.....	22,402	462,044	171,720	3,467	29,860
Saskatoon.....	27,243	1,059,765	90,197		
Total.....	3,539,066	1,857,892	684,499	3,467	41,600
<i>Shipments—</i>					
Calgary.....	1,644,414	59,926	346,840		8,497
Edmonton.....	1,809,546	369,353	79,627		3,243
Lethbridge.....					
Moose Jaw.....	447,825	465,760	176,165	2,528	33,688
Saskatoon.....	872,360	1,067,105	93,210		
Total.....	4,774,145	1,962,144	695,842	2,528	45,428

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	35,147				
Shipments.....	36,147		2,948		

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	134,729,893	15,121,139	16,065,038	1,042,331	13,448,591
Shipments.....	131,216,190	15,467,898	16,761,373	1,023,091	13,477,482

TOTAL HANDLINGS OF FOREIGN GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	21,528,724	3,271,215	379,668	11,665,681	565,147
Shipments.....	29,100,194	3,334,140	423,386	10,899,117	2,196,824

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEAT-FLOUR, 12 MONTHS ENDED
31st JULY, 1932, AS PUBLISHED BY DOMINION BUREAU OF STATISTICS,
EXTERNAL TRADE BRANCH, COMPILED FROM CUSTOMS RETURNS

	Via Atlantic Seaboard and Inland ports of exit	Via Pacific Seaboard	Total
	bush.	bush.	bush.
Wheat.....	*107,887,857	74,915,525	182,803,382
	bbls.	bbls.	bbls.
Wheat-flour.....	4,292,819	1,090,775	5,383,594
	bush.	bush.	bush.
Total—as wheat.....	127,205,543	79,824,012	207,029,555
Oats.....	6,602,592	7,008,519	13,611,111
Barley.....	11,687,070	1,851,155	13,538,225
Rye.....	8,913,303	133,835	9,047,138
Flaxseed.....	250,635		250,635
Total.....	154,659,143	88,817,521	243,476,664

* Includes 544,769 bush wheat shipped via Churchill, Hudson Bay.

STATISTICAL DATA—REVIEW

A year ago reference was made to new and additional work commenced late in 1930 which had in view the securing of more complete and exact data concerning the final distribution of Canadian grain crops. It was necessary to enlist the active co-operation of shippers of cargoes or parcels of export grain, the destinations of which were unavailable at the time of shipment, as well as grain and vessel brokers handling some cargoes on behalf of shippers, and the elevator licensees. Our enquiries and requests met with the most favourable consideration and hearty co-operation so that, as a result, special statements

have been published,—copies of which are appended—showing (a) the quantities of Canadian grain exported during the crop year—with countries of destinations at which the cargoes were unloaded; (b) quantities of Canadian grain moved into export and consumptive channels from eastern elevators; and (c) distribution of United States grain shipped from eastern elevators. Statements showing the destination, by countries, of export shipments of United States grain from eastern elevators, monthly, were also compiled and copies forwarded to the Department of Commerce, Washington.

The following table shows the quantity of Canadian grain shipped from Fort William-Port Arthur to Canadian and United States ports during the crop year, together with the amounts returning from United States lake ports into Canada for export via St. Lawrence ports.—

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total Shipments to—				
All ports.....	146,395,765	12,813,846	11,149,107	9,751,528
Canadian ports.....	95,109,537	12,813,846	9,437,219	7,340,389
U.S.A. ports.....	51,286,228	.....	1,711,888	2,411,139
Amount returned to Canadian ports.....	5,802,814	*9,578	*1,827,032	1,178,663
Net shipments to U.S.A. ports.....	45,483,414	.....	.....	1,232,476
New total Canadian ports.....	100,912,351	12,823,424	11,264,251	8,519,052

* Includes shipments made to United States ports late in the previous crop year.

A feature of note is the fact that a high proportion of shipments of flaxseed were destined to eastern Canadian mills for crushing. Of a total of 1,119,845 bushels shipped by lake during the crop year 935,582 bushels, or 83.5 per cent, were to Canadian and 184,263 bushels to United States mills.

TRANSPORTATION

Consequent upon the smaller volume of grain and other commodities for shipment, many of the larger vessels were idle for long periods during the crop year and rates were low, competition for the business being keen. A larger proportion than usual of the lake shipments were made in canal-size vessels, as a measure of economy on the part of vessel-owners. Lake freight rates fell to unusually low levels on shipments to Montreal during the crop year. During the fall of 1931 the rate averaged slightly more than 5½ cents per bushel of wheat. On the opening of navigation rates varied from 8 cents per bushel on a very small quantity, to 7½ cents, 7¼ cents and 7 cents, the last being for early May shipment. The paucity of shipments compared to plenitude of tonnage available resulted in a drop from 7 cents to 5½ cents per bushel of wheat early in May and a gradual weakening to 4 cents per bushel in June. The low point was reached on 27th June when one small shipment at 3½ cents per bushel to Montreal was made—the lowest rate recorded for more than twenty years. Immediately thereafter, the vessel owners formed an association—Associated Lake Freighters Ltd.—for the purpose of stabilizing rates and allocating tonnage for the carriage of shipments, so that each owner would receive a share of the business equal to the proportion the tonnage of each fleet bore to the total. From that time rates began to increase, as old charters were completed, and last-half July shipments were mostly at a rate of 4¾ cents per bushel wheat.

INSURANCE

In accordance with section 102, Canada Grain Act, 1930, managers of public and semi-public elevators filed certified copies of all insurance policies covering grain in store in their elevators. These were carefully scrutinized in order to ensure their having been worded or endorsed in compliance with the act, as also were copies of the endorsements forwarded monthly by the insurance agencies reporting the values upon which insurance payments were made. Copies of the schedules in effect covering the insurance of grain in country elevators, if effected by means of "open" policies; or periodical reports from all agencies writing "specific" insurance, were also received and carefully checked. No licensee was found to be carrying insufficient insurance to fully cover the value of grain in store during the crop year.

OFFICIAL WEIGH-UP OF GRAIN STOCKS IN ELEVATORS

Following the weigh-up of stocks of grain in store in public and semi-public terminal elevators at Fort William-Port Arthur, Vancouver-New Westminster, Prince Rupert, Victoria, Calgary, Edmonton, Lethbridge, Moose Jaw, Saskatoon and Churchill, detailed statements of the overages or shortages were prepared. In addition, special statements showing the results of calculations of excess and deficiency were compiled in the manner prescribed in section 138 of the Canada Grain Act. As the result of these calculations it was found that there was no excess due to the Crown.

Summaries of the results of the weigh-up at the different elevators appear on the statements attached.

GENERAL

The routine work of the office has been maintained throughout the year without addition to the existing personnel, numbering twenty-six. Copies of charter confirmations, covering lake shipments of grain, have been fyled in accordance with the provisions of the Inland Water Freight Rates Act, 1923, and after checking against actual shipments made, weighted averages, monthly, of rates paid for shipments via the different routes were compiled. Records of prices of grain and the averages of daily quotations at Winnipeg and Vancouver markets are prepared for the permanent records; whilst publications containing the prices of grain at certain principal markets have been obtained and fyled in accordance with section 21 of the Canada Grain Act, 1930.

In response to requests, mailing lists of those who require copies of statements published by this office periodically continue to increase. The number of requests for data required in connection with research work and involving compilations or the preparation of statements not covered in the regular routine, have been about the same in number and extent as a year ago.

Respectfully submitted,

Yours faithfully,

FORT WILLIAM, Ont.

E. A. URSELL, *Statistician*.

EXPORT SHIPMENTS OF CANADIAN GRAIN—CROP YEAR 1931-32 (ENDED JULY 31).
BY PORTS AT WHICH LOADED

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Vancouver-New Westminster.....	75,381,262	6,904,602	1,835,708	123,832
Prince Rupert.....	320,320	.....	.....	.....
Victoria.....	518,187	.....	.....	.....
Total—Canadian Pacific Seaboard Ports.....	76,219,769	6,904,602	1,835,708	123,832
Churchill, Man.....	544,769	.....	.....	.....
Montreal.....	54,455,319	5,418,446	10,273,618	7,016,761
Sorel.....	7,753,355	19,285	39,894	55,707
Quebec.....	88,326	.....	.....	75,230
Halifax.....	77,112	.....	39,856	794,871
St. John.....	35,932	.....	.....	115,077
West St. John.....	1,996,028	447,950	310,471	207,629
Total—Canadian St. Lawrence and Atlantic Seaboard Ports.....	64,406,072	5,885,681	10,663,839	8,265,275
Portland, Maine.....	247,844	.....	.....	.....
Boston, Mass.....	8,000	.....	65,873	.....
New York, N.Y.....	32,505,141	42,514	709,567	420,690
Philadelphia, Pa.....	27,950	.....	17,982	19,975
Baltimore, Md.....	655,794	.....	33,885	230,985
Total—United States Atlantic Seaboard Ports.....	*33,444,729	42,514	827,307	671,650
Grand Total.....	*174,595,339	12,832,797	13,326,854	9,060,757

* 20,000 bush. of the wheat shipped from United States Atlantic ports was destined to Canada so is not included in grand total wheat exported.

DISTRIBUTION OF EXPORT SHIPMENTS OF CANADIAN WHEAT, CROP YEAR 1931-32 (ENDED JULY 31). WHERE UNLOADED—BY COUNTRIES

	Via Canadian Pacific Seaboard Ports	Via Canadian St. Lawrence- Atlantic Seaboard Ports	Via U.S.A. Atlantic Seaboard Ports	Total
	bush.	[*] bush.	bush.	bush.
Great Britain and Northern Ireland.....	36,187,470	22,912,408	6,409,691	65,509,569
Irish Free State.....		734,104	265,252	999,356
Belgium.....	6,505,775	10,912,051	4,073,461	21,491,287
Denmark.....	1,281,280	1,053,981	727,049	3,062,310
Finland.....			175,857	175,857
France.....	10,486,738	8,871,490	7,818,261	27,176,489
Germany.....	1,802,055	3,850,609	5,592,323	11,244,987
Greece.....	454,000	981,708	218,407	1,654,115
Italy.....	881,514	2,771,325	2,282,851	5,935,690
Malta.....	130,134		56,655	186,789
Netherlands.....	2,657,230	8,863,621	2,736,556	14,257,407
Norway.....	336,000	829,449	440,249	1,605,698
Portugal.....		121,379	14,451	135,830
Russia.....	1,647,781		500	1,648,281
Spain.....	297,729	1,339,271	21,339	1,658,339
Sweden.....	1,728,701	1,471,947	647,220	3,847,868
New Zealand.....	137,000			137,000
British India.....			88,395	88,395
China.....	4,036,195			4,036,195
Japan.....	6,923,806		181,830	7,105,636
Philippines (Manila).....	67			67
Persia.....			2,810	2,810
Algeria and Tunisia.....		68,762	414,587	483,349
Azores and Madeira.....			4,724	4,724
British South Africa.....	114,456	168,736	1,111,696	1,394,888
Mozambique.....			34,038	34,038
Portuguese Africa.....			16,950	16,950
British West Indies.....			1,349	1,349
British Honduras.....			975	975
Honduras.....			1,950	1,950
Bolivia.....	15,484			15,484
Chile.....	36,867			36,867
Colombia.....	241,158		81,053	322,211
Dominica.....			4,250	4,250
Guatemala.....	6,712			6,712
Peru.....	311,617			311,617
Grand Total.....	76,219,769	64,950,841	33,424,729	174,595,339

* Via Canadian St. Lawrence-Atlantic Seaboard Ports includes 544,769 bush. shipped via Churchill to Great Britain.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1931-32 (ENDED JULY 31)

	Wheat	Oats	Barley	Flaxseed	Rye	Buck- wheat
	bush	bush.	bush.	bush.	bush.	bush.
Exports—						
Montreal.....	54,455,319	5,418,446	10,273,618		7,016,761	116,601
Sorel.....	7,753,355	19,285	39,894		55,707	7,194
Quebec.....	88,326				75,230	
Halifax.....	77,112		39,856		794,871	
Saint John.....	35,932				115,077	
West St. John.....	1,996,028	447,950	310,471		207,629	20,378
Total.....	64,406,072	5,885,681	10,663,839		8,265,275	144,173
Shipped to U.S.A. Atlantic Sea- board by Rail (For Export)—						
Goderich.....	27,340					
Midland.....	42,540					
Owen Sound.....	120,000					
Sarnia.....	24,000					
Port Colborne.....	24,000					
Total.....	237,880					

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS,
CROP YEAR 1931-32 (ENDED JULY 31)—*Concluded*

—	Wheat	Oats	Barley	Flaxseed	Rye	Buck- wheat
	bush.	bush.	bush.	bush.	bush.	bush.
<i>Shipped to Canadian Domestic Points—</i>						Corn
From Georgian Bay elevators.	2,412,669	450,296	64,341	12,071	.....	.....
From Lower Lake elevators..	1,390,392	744,409	250,127	29,153	23,039	39,762
From St. Lawrence elevators.	1,517,800	3,905,203	1,078,500	.....	143,300	.....
From Atlantic Seaboard elevators.....	364	14,871	.....	.....	.....	.....
Total.....	5,321,225	5,114,779	1,392,968	41,224	166,339	39,762
<i>Shipped to Canadian Mills—</i>						Corn
From Georgian Bay elevators.	8,080,825	2,193,084	82,522	274,145	5,740	.....
From Lower Lake elevators..	8,228,515	543,551	483,956	155,365	139,467	25,515
From St. Lawrence elevators.	3,728,738	91,350	19,395	425,640	.....	.....
From Atlantic Seaboard elevators.....	.....	.....	.....	.....	.....	.....
Total.....	20,038,078	2,827,985	585,873	855,150	145,207	25,515
Grand Total Exported or Moved Into Consumptive Channels.	90,003,255	13,828,445	12,642,680	896,374	8,576,821	Buck- wheat 144,173 Corn 65,277

Georgian Bay elevators include Goderich and Sarnia; Lower Lake elevators comprise Port Colborne, Toronto, Kingston and Prescott; St. Lawrence elevators comprise Montreal, Sorel and Quebec.

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN
ELEVATORS, CROP YEAR 1931-32 (ENDED JULY 31)

—	Wheat	Oats	Barley	Rye	Corn	Soya Beans
	bush.	bush.	bush.	bush.	bush.	bush.
<i>Exports—Overseas—</i>						
Montreal.....	4,892,504	.....	311,177	535,549	47,603	392,526
Sorel.....	1,519,107	.....	.....	.....	.....	.....
Quebec.....	984,027	.....	.....	.....	.....	.....
Halifax.....	.....	.....	.....	112,990	.....	.....
Saint John.....	610,904	.....	.....	249,236	.....	.....
West Saint John.....	777,289	.....	.....	175,945	.....	.....
Total.....	8,783,831	.....	311,177	1,073,720	47,603	392,526
<i>Shipped to U.S.A. Atlantic Seaboard for Export—</i>						
From Georgian Bay ports elevators.....	5,497,608	.....	.....	.....	.....	.....
<i>Shipped to U.S.A. Domestic Points (including Buffalo and Great Lakes Ports)—</i>						
From Georgian Bay ports elevators.....	7,993,552	3,320,785	16,242	871,034	4,495,237	.....
<i>Shipped to Canadian Mills—</i>						
From Georgian Bay ports elevators.....	.....	.....	.....	.....	270,883	.....
From Lower Lake ports elevators.....	.....	.....	.....	.....	295,042	.....
Totals.....	.....	.....	.....	.....	565,925	.....
Grand Total Exported or Moved Into Consumptive Channels.	22,274,991	3,320,785	327,419	1,944,754	5,108,765	392,526

Georgian Bay ports elevators include Goderich and Sarnia; Lower Lake ports elevators comprise Port Colborne, Toronto, Kingston and Prescott.

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY 31, 1932
SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Grand Trunk Pacific Elevator Company, Ltd., Fort William.....	bush. 3,086-50	bush. 287-32	bush. 74-14	bush. 287-32	bush. 2,182-16	bush. 30-20	bush. 30-20	bush. 1,852-31	bush. 1,526-49	bush. 1,696	bush.	bush.	lbs.	lbs.
Canadian Government Elevator, Port Arthur.....	72-40		74-14		326-06	44-05	44-05	237-06	8-22			81,120		
Canadian Government Elevator, Calgary.....		3,437-40	197-02			866-02	866-02					14,450		
Canadian Government Elevator, Edmonton.....		2,247-10	1,403-28		569-04	72-44	72-44		50-00			420		
Canadian Government Elevator, Lethbridge.....		283-00												
Canadian Government Elevator, Moose Jaw.....	624-00		207-32			18-36	18-36	0-30	1-02					
Canadian Government Elevator, Saskatoon.....		1,430-00	7,162-22		353-04	971-02	971-02							
Columbia Grain Elevator Co., Ltd., Vancouver....	2,373-30			359-14	61-26									
Pacific Terminal Elevator Co., Ltd., Vancouver....	1,747-40		559-14		70-00	1,097-04	1,097-04							
Fraser River Elevator Ltd., New Westminster.....		270-00		62-30	67-22			Corn 263-32	10-38					4,075
Totals.....	7,904-40	7,667-50	9,605-10	710-08	1,054-00	3,100-17	3,100-17	0-30 Corn 263-32	51-02	2,089-37	95,990	5,771		
Net Total—Surplus... or Deficit....	236-50	8,895-02				3,071-09	3,071-09	Corn.... Flaxseed	1,494-51	263-32 2,089-07	90,219 lbs.			

ANNUAL WEIGH-UP JULY 31, 1932—Continued

SUMMARY of results of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1932, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

Licensee	Excess				Deficiency		
	1 Hard	1 Northern	2 Northern	3 Northern	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co., Ltd.....					151-30	2,532-50	1,497-00
Canadian Consolidated Grain Co., Ltd.— “Empire” elevator.....					553-50	2,407-30	727-20
“Thunder Bay” elevator.....					3,896-20	1,481-40	694-20
Eastern Terminal Elevator Co., Ltd.....					1,672-40	20,607-50	2,845-10
Federal Grain Co., Ltd.— “Consolidated” elevator.....	450-00		736-40		4,552-30		4,067-10
“Northwestern” elevator.....					14,479-50	6,989-50	1,486-10
“Stewart” elevator.....					2,081-50	3,866-10	5,297-30
Fort William Elevator Co., Ltd.....		100-10		70-00	790-00	517-20	
Manitoba Wheat Pool No. 1.....					1,633-50	3,399-20	1,980-40
Northland Elevator Co., Ltd.....	869-50					5,708-10	3,829-20
Ogilvie Flour Mills Co., Ltd.....		8,042-30				12,735-30	3,088-40
N. M. Paterson & Co., Ltd.....				1,041-20	4,220-30	137,771-40	
Phoenix Elevator Co., Ltd.....					2,839-20		830-40
Reliance Grain Co., Ltd.....	1,350-10	3,293-00				10,805-10	10,532-00
Saskatchewan Pool Terminals Ltd.— No. 4.....	4,358-00				3,018-30	3,148-20	17,224-30
No. 5.....	1,844-40				1,052-10	5,462-00	1,940-30
No. 6.....		5,862-30				6,928-00	2,917-20
No. 7.....	7,617-00	11,018-10				11,021-10	11,389-40
No. 8.....		1,109-40				597-50	5,036-40
Searle Terminal Limited.....	2,243-30				23,559-00	10,988-50	30,127-10
Superior Elevator Co., Ltd.....					1,562-30	14,048-00	1,173-30
Union Terminal Limited.....		361-20				13,725-10	2,884-30
United Grain Growers’ Terminals Limited..			691-10		5,021-30		2,965-10
Western Grain Co., Ltd.....	2,857-00				7,516-50	7,787-30	16,000-50

In all cases the Deficiency exceeded any Excess revealed, so there was no Excess due to the Crown.

ANNUAL WEIGH-UP JULY 31, 1932—Concluded

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of wheat as revealed by the annual weigh-up, July 31, 1932, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, VANCOUVER, PRINCE RUPERT, VICTORIA, B.C. and CHURCHILL, MAN., and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

Licensee	Excess				Deficiency			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Vancouver—</i> Midland Pacific Terminal Limited.....	3,768-20	2,292-13	34,089-32	20,446-40
United Grain Growers' Terminals Ltd....	1,085-50	.....	2,610-00	2,871-50	.....	2,463-10
Vancouver Terminal Co., Ltd.....	3,050-10	.....	.....	2,765-00	.....	13,304-30	31,053-20
Alberta Wheat Pool (No. 1 elevator).....	9,760-40	.....	.....	2,068-00	.....	8,380-50	6,028-20
Alberta Wheat Pool (No. 2 elevator).....	164-20	462-30	1,371-50	2,419-40	.....
<i>Prince Rupert—</i> Alberta Wheat Pool (No. 3 elevator).....	1-00	.....	.....	5-00	.....	186-00	5-00
<i>Victoria—</i> Alberta Wheat Pool (No. 4 elevator).....	7-50	15-30	375-10	355-00
<i>Churchill, Man.—</i> Canadian Government Elevator.....	1,213-30	.....	191-00	1,356-30	.....	4-00

In all cases the Deficiency exceeded any Excess revealed, so there was no Excess due to the Crown.

APPENDIX No. 2.

REPORT OF REGISTRAR

WINNIPEG, MAN., December 31, 1932.

J. RAYNER, Esq.,
 Secretary, Board of Grain Commissioners,
 Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement showing the total bushels registered and registered for cancellation during the crop year ended August 31, 1932.

The work in connection with the annual weighover of the semi-public elevators was greatly facilitated this year through the resolution of the board whereby warehouse receipts were adjusted to agree with the stocks immediately after the weighover of each elevator was completed instead of as at July 31.

As most of the elevators were weighed over before the end of July, the Registration Branch was, consequently, in a position to devote time to this work before the rush season commenced.

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg*—</i>		
Wheat.....	143,818,915·30	165,439,774·40
Oats.....	12,495,870·20	13,729,195·33
Barley.....	7,051,117·34	11,956,981·20
Flax.....	1,298,261·30	1,013,054·54
Mixed grain.....	88,034·0	77,409·10
Rye.....	3,893,589·39	12,510,267·49
Corn.....	7,398·12	61,213·48
<i>Vancouver—</i>		
Wheat.....	78,080,736·50	77,849,570·40
Oats.....	6,970,963·18	6,779,895·24
Barley.....	1,970,576·06	1,867,707·06
Flax.....	3,663·11	3,276·39
Mixed grain.....	20,120·40	33,806·20
Rye.....	116,477·48	129,399·08
Corn.....	179,035·20	215,069·06
<i>Fort William*—</i>		
Wheat.....	31,931,032·30	158,445·40
Oats.....	1,215,409·04	13,216·16
Barley.....	1,751,586·28	35,294·01
Flax.....	333,722·32	76,543·0
Mixed grain.....	11,793·10	6,995·40
Rye.....	2,760,915·51	57,633·32
Corn.....	49,906·04	.....
<i>Calgary—</i>		
Wheat.....	1,735,275·0	1,648,162·20
Oats.....	37,137·12	40,757·22
Barley.....	346,497·44	346,857·24
Mixed grain.....	212·10	321·40
Rye.....	9,556·24	9,556·24
<i>Edmonton—</i>		
Wheat.....	1,872,220·50	1,833,671·0
Oats.....	258,583·32	347,160·10
Barley.....	70,125·0	77,620·0
Mixed grain.....	25,892·0	20,063·20
Rye.....	3,284·10	3,242·38

	Bushels Registered	Bushels Registered for Cancellation
<i>Lethbridge—</i>		
Wheat.....	11,153·50	3,278·40
<i>Moose Jaw—</i>		
Wheat.....	21,577·40	28,296·20
Oats.....	436,099·04	428,811·31
Barley.....	133,309·18	136,001·42
Flax.....	2,531·19	3,466·37
Mixed grain.....		106·0
Rye.....	17,781·32	26,638·36
<i>Saskatoon—</i>		
Wheat.....	24,962·20	138,305·40
Oats.....	1,110,008·02	1,078,228·16
Barley.....	90,075·40	90,307·44
Mixed grain.....		1,849·30
<i>Total all points—</i>		
Wheat.....	257,495,874·30	247,099·505·0
Oats.....	22,524,071·24	22,417,266·16
Barley.....	11,413,288·26	14,510,769·41
Flax.....	1,638,178·36	1,096,341·18
Mixed grain.....	146,052·10	140,552·10
Rye.....	6,801,605·36	12,736,738·19
Corn.....	236,339·36	276,282·54

* The discrepancy between bushels registered and bushels registered for cancellation is chiefly explained by the fact that registrations at the head of the lakes are frequently registered for cancellation through the Winnipeg office.

Yours respectfully,

W. T. TODD,
Registrar.

APPENDIX No. 3.

REPORT OF CHIEF INSPECTOR

WINNIPEG, MAN., October 24, 1932.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1931, to July 31, 1932.

The crop of the year 1931 in the Western Division was considerably below the average in volume; only 212,557 cars were inspected. Leaving out the very poor crop of 1929, when only 191,204 cars were inspected, the crop of 1931 was the lightest since the crop of 1920, when 204,923 cars were inspected.

An exceptionally dry summer, with high winds, with little or no sub-soil moisture at time of seeding, resulted in greatly reduced yields generally, and almost to a total failure in large areas in the central and southern portions of the three Prairie Provinces, and particularly in the province of Saskatchewan. However, the dry hot summer produced a crop of wheat that was of excellent quality and high grade.

The total inspections for the crop year 1931-2 in the Western Division, amounted to 212,557 cars, as against 248,114 cars for the previous year.

Yours truly,

(Sgd.) J. D. FRASER,
Chief Inspector.

WESTERN INSPECTION DIVISION

The total inspections in the Western Division from August 1, 1931, to July 31, 1932, are made up as follows:—

	Cars	Percentage
Wheat.....	179,768	84.57
Oats.....	19,957	9.39
Barley.....	8,641	4.07
Flax seed.....	1,747	0.83
Rye.....	2,256	1.06
Mixed grain.....	163	0.08
Buckwheat.....	4	Nil
Screenings.....	21	Nil
Total.....	212,557	100.00

The grades of wheat are as follows:—

	Cars	Percentage
1 Manitoba Hard.....	16,977	9.443
1 Manitoba Northern.....	43,124	23.987
2 Manitoba Northern.....	62,965	35.026
3 Manitoba Northern.....	19,186	10.673
4 Manitoba Northern.....	4,949	2.754
No. 5.....	2,110	1.173
No. 6.....	933	0.519
Sample wheat.....	94	0.052
Feed.....	751	0.418
Smutty.....	1,350	0.750
Tough.....	21,047	11.708
Damp.....	128	0.072
Rejected.....	521	0.290
No. 4 Special.....	27	0.016
No. 5 Special.....	14	0.008
No. 6 Special.....	6	0.003
1 Amber Durum.....	2,052	1.142
2 Amber Durum.....	1,966	1.094
3 Amber Durum.....	377	0.209
4 Amber Durum.....	20	0.012
5 Amber Durum.....	1	0.000
6 Amber Durum.....	1	0.000
Smutty, Amber Durum.....	333	0.186
Tough, Amber Durum.....	37	0.020
Damp Amber Durum.....	3	0.002
Rejected Amber Durum.....	345	0.192
Red Durum.....	2	0.001
1 White Spring.....	105	0.059
2 White Spring.....	96	0.053
3 White Spring.....	51	0.029
Tough White Spring.....	5	0.003
Rejected White Spring.....	5	0.003
No. 1 mixed wheat.....	24	0.013
No. 2 mixed wheat.....	2	0.001
No. 3 mixed wheat.....	10	0.006
No. 5 mixed wheat.....	33	0.019
Tough.....	6	0.003
Smutty.....	4	0.002
Rejected.....	6	0.003
1 Alberta Red Winter.....	59	0.033
2 Alberta Winter.....	25	0.014
3 Alberta Winter.....	6	0.003
Tough Alberta Winter.....	3	0.001
Smutty Alberta Winter.....	8	0.005
Rejected Alberta Winter.....	1	0.000
Total.....	179,768	100.000

The grades of oats are as follows:—

	Cars	Percentage
1 C.W.....	144	0.72
2 C.W.....	5,088	25.49
3 C.W.....	5,083	25.46
Special feed.....	121	0.60
Ex. 1 feed.....	1,002	5.20
1 feed.....	5,360	26.85
2 feed.....	1,571	7.87
3 feed.....	152	0.76
Mixed feed oats.....	16	0.08
Rejected oats.....	27	0.01
Tough.....	1,376	6.89
Damp.....	12	0.05
Sample.....	5	0.02
Total.....	19,957	100.00

The grades of barley are as follows:—

2 C.W. (six row).....	8	0.09
3 Ex. C.W. (six row).....	1,388	16.07
1 C.W. (two row).....	2	0.02
2 C.W. (two row).....	3	0.03
3 Ex. C.W. (two row).....	111	1.29
2 C.W. (trebi).....	1	0.01
3 Ex. C.W. (trebi).....	114	1.32
3 C.W.....	4,273	49.45
4 C.W.....	1,231	14.25
5 C.W.....	538	6.23
6 C.W.....	89	1.03
Rejected.....	7	0.08
Tough.....	858	9.93
Damp.....	9	0.10
Sample.....	9	0.10
Total.....	8,641	100.00

The grades of flax are as follows:—

1 C.W.....	1,508	86.32
2 C.W.....	127	7.27
3 C.W.....	21	1.20
4 C.W.....	4	0.23
Rejected.....	2	0.11
Tough.....	79	4.53
Damp.....	2	0.11
Sample.....	4	0.23
Total.....	1,747	100.00

The grades of rye are as follows:—

1 C.W.....	102	4.52
2 C.W.....	1,246	55.24
3 C.W.....	410	18.18
4 C.W.....	41	1.82
Ergoty Rye.....	37	1.65
Rejected.....	2	0.10
Tough.....	415	18.34
Damp.....	2	0.10
Sample.....	1	0.05
Total.....	2,256	100.00

The grades of mixed grain are as follows:—

	Cars	Percentage
No. 1.....	42	25·77
No. 2.....	9	5·52
No. 3.....	78	47·86
Tough.....	25	15·34
Rejected.....	7	4·29
Sample.....	2	1·22
Total.....	163	100·00

The number of cars of grain inspected at the various inspection points during the crop year August 1, 1931 to July 31, 1932:—

Winnipeg.....	114,512	53·874
Calgary.....	25,415	11·957
Duluth.....	24	0·011
Moose Jaw.....	10,232	4·815
Saskatoon.....	18,280	8·600
Medicine Hat.....	2,084	0·981
Lethbridge.....	3	0·000
Prince Rupert.....	17	0·007
Vancouver.....	1,616	0·760
Edmonton.....	38,707	18·210
Churchill.....	1,667	0·785
Total.....	212,557	100·000

Summary of cars reinspected at Winnipeg:—

Left as graded.....	11,324	69·41
Grades raised.....	3,557	21·80
Grades lowered.....	159	0·98
Dockage raised.....	130	0·79
Dockage lowered.....	1,146	7·02
Total.....	16,316	100·00

Summary of cars reinspected at Calgary, Alta.:—

Left as graded.....	2,376	46·65
Grades raised.....	1,222	23·99
Grades lowered.....	325	6·38
Dockage raised.....	455	8·93
Dockage lowered.....	716	14·05
Total.....	5,094	100·00

Summary of cars reinspected at Edmonton, Alta.:—

Left as graded.....	8,253	85·51
Grades raised.....	980	10·16
Grades lowered.....	96	0·99
Dockage raised.....	116	1·20
Dockage lowered.....	207	2·14
Total.....	9,652	100·00

Summary of cars reinspected at Saskatoon, Sask.:—

	Cars	Percentage
Left as graded.....	1,212	75.51
Grades raised.....	359	22.41
Grades lowered.....	15	0.92
Dockage raised.....	5	0.30
Dockage lowered.....	14	0.86
Total.....	1,605	100.00

Summary of cars reinspected at Moose Jaw, Sask.:—

Left as graded.....	698	70.65
Grades raised.....	200	20.24
Grades lowered.....	44	4.45
Dockage raised.....	16	1.62
Dockage lowered.....	30	3.04
Total.....	988	100.00

Summary of cars reinspected at Medicine Hat, Alberta:—

Left as graded.....	17	44.74
Grades raised.....	7	18.42
Grades lowered.....	4	10.52
Dockage raised.....	5	13.16
Dockage lowered.....	5	13.16
Total.....	38	100.00

RECAPITULATION OF REINSPECTIONS

	Cars	Percentage	Percentage of Total Inspections
Left as graded.....	23,880	70.88	11.23
Grades raised.....	6,325	18.78	2.98
Grades lowered.....	643	1.90	0.30
Dockage raised.....	727	2.15	0.34
Dockage lowered.....	2,118	6.29	0.99
Total.....	33,693	100.00	15.84
Total reinspections.....	33,693	.....	15.84
Left as graded.....	23,880	11.23	.....
Total changes.....	9,813	4.61	15.84

Summary of cars appealed at Winnipeg, Man.:—

	Cars	Percentage
Left as graded originally.....	561	89.48
Grades raised.....	53	8.45
Grades lowered.....	13	2.07
Dockage raised.....	Nil	.....
Dockage lowered.....	Nil	.....
Total.....	627	100.00

Summary of cars appealed at Calgary, Alta.:—

	Cars	Percentage
Left as graded originally.....	437	80.78
Grades raised.....	44	8.13
Grades lowered.....	29	5.36
Dockage raised.....	15	2.77
Dockage lowered.....	16	2.96
Total.....	541	100.00

Summary of cars appealed at Edmonton, Alta.:—

	Cars	Percentage
Left as graded originally.....	590	88.86
Grades raised.....	57	8.59
Grades lowered.....	10	1.50
Dockage raised.....	Nil	.....
Dockage lowered.....	7	1.05
Total.....	664	100.00

RECAPITULATION OF APPEALS

	Appeals			Total Inspections	
	—	—	Percentage	—	Percentage
Total cars appealed.....		1,832	.....	1,832	0.861
Total cars not appealed.....				210,725	99.139
Grades sustained.....	1,588		86.68		.....
Grades changed.....	244		13.32		.....
Totals.....	1,832	1,832	100.00	212,557	100.000

GARNET WHEAT

GARNET WHEAT, Crop Year August 1, 1931, to July 31, 1932, graded into the Two Northern and lower grades of Red Spring Wheat at Inspection points in the Western Division.

Inspected at	Total Cars Red Spring	Cars Containing Garnet	Percentage of Garnet
Vancouver.....	1,274	157	12.32
Edmonton.....	32,189	14,305	44.44
Calgary.....	22,091	7,763	35.14
Saskatoon.....	11,637	1,590	13.66
Winnipeg.....	95,049	17,796	18.72
Moose Jaw.....	8,267	153	1.85
Medicine Hat.....	1,988	2	0.10
Total.....	172,495	41,766	24.21

APPENDIX No. 4

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esq.,
Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—Herewith is my annual report for the crop year August 1, 1931, to July 31, 1932:—

ELEVATORS

WESTERN DIVISION

During the crop year under review, this branch supplied weighing services at ninety-five (95) elevators licensed by the board.

The equipment used for weighing and transferring grain in these elevators has been under constant supervision and has been kept in good repair.

EASTERN DIVISION

Weighing services have been supplied at seven (7) ports in this division.

SCALES

WESTERN DIVISION

Under my authority as Inspector of Weights and Measures of Terminal Elevator Scales, I carried out the inspection of the scales in the following elevators: Terminal elevators at Port Arthur and Fort William, Canadian Government interior elevators, those terminal elevators loading to tide water at the Pacific coast and the Canadian Government terminal elevator at Port Churchill.

The annual inspection of the scales in the above elevators is required by regulation No. 50 of the Weights and Measures Act and for which certificates of verification were issued and fees collected, amounting to three thousand three hundred and eighty dollars and forty-five cents (\$3,380.45) and remitted to the district inspectors of weights and measures.

The semi-annual inspection of the above scales was made to ensure the continued accuracy of the scales. Special tests were made of various scales during the crop year when deemed necessary and upon request. The above elevators are equipped with three hundred and five (305) scales. These scales have been kept in good repair by an expert scale mechanic.

EASTERN DIVISION

The elevators licensed by the board to operate in the provinces of Ontario, Quebec, New Brunswick and Nova Scotia in this division, had their scales inspected by Mr. A. A. Bowen of Montreal, under his authority as Weights and Measures Inspector of Scales in Eastern Terminal Elevators.

STAFF

During the crop year there have been two (2) additions to the staff of a temporary nature, one (1) resignation, one (1) laid off, three (3) deceased, and four (4) superannuated.

LEAK AND SEAL INSPECTION

The following is a report of the cost of operating this service in the Railway Yards at Winnipeg, also showing the number of cars inspected, number found leaking and defective and those with missing and defective seals:—

Maximum Number Men Employed		Amount
		\$
1931—August.....	26.....	2,870.00
September.....	26.....	2,870.00
October.....	26.....	3,120.00
November.....	26.....	3,120.00
December.....	26.....	3,056.13
1932—January.....	25 (half time from Jan. 10).....	2,171.58
February.....	25 (half time).....	1,659.33
March.....	25 (half time).....	1,664.48
April.....	25 (half time).....	1,501.20
May.....	25 (half time).....	1,564.20
June.....	25 (half time 1st to 15th).....	2,062.80
July.....	25.....	2,633.79
		28,293.51
1 clerk Grade No. 3, 1 typist, 1 supervisor.....		4,148.71
		\$ 32,442.22
Condition reports completed during the year		7,263
Revenue derived from condition reports.....		\$ 1,530.75

	Cars Inspected	Cars Leaking and Defective	Seals Missing and Defective	Per cent
C.P.R. Yards.....	55,729	7,695	1,484	16.5
C.N.R. Yards.....	46,807	6,235	471	14.3
G.T.P. Yards.....	30,438	3,341	77	11.2
	132,974	17,271	2,032	

SUMMARY

Total cost.....	\$ 32,442.22
Total revenue.....	1,530.75
Total cars inspected.....	132,974
Total cars defective.....	19,303
Total condition reports.....	7,263

Following is a report of the quantities of the various grains which were officially weighed into and out of elevators at the following points in the Western Division during the crop year:—

FORT WILLIAM-PORT ARTHUR

RECEIPTS

	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
		bush.	bush.	bush.
Wheat.....	153,246,481-00	2,561,155-55	10,178,235-15	165,985,872-10
Oats.....	12,994,825-26	1,381,155-15	399,337-22	14,775,318-29
Barley.....	6,001,392-28	1,180,609-18	933,034-28	8,115,036-26
Flaxseed.....	1,913,720-42	15,119-06	.....	1,928,839-48
Rye.....	2,763,790-16	1,532,707-44	2,130,763-37	6,427,261-41
Corn (by vessel).....	49,906-04	5,996-24	.....	55,902-28
Mixed grain.....	4,713,940 lbs.	1,330,550 lbs.	24,600 lbs.	6,069,090 lbs.
Screenings.....	5,149,910 lbs.	4,956,380 lbs.	.....	10,106,290 lbs.
Mixed feed oats groats.....	.....	321,310 lbs.	.....	321,310 lbs.
Sample barley malt.....	27,893,590 lbs.	.....	.....	27,893,590 lbs.

SHIPMENTS

	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
			bush.	bush.	bush.
Wheat.....	146,384,299-50	645,751-20	2,569,642-15	10,286,219-05	159,885,912-30
Oats.....	12,808,146-05	1,621,789-00	1,344,680-13	399,550-01	16,174,165-19
Barley.....	11,150,822-37	34,974-08	1,180,250-27	933,976-45	13,300,024-21
Flaxseed.....	1,121,053-08	5,184-10	20,755-34	.....	1,146,992-52
Rye.....	9,730,596-14	4,400-40	1,502,048-31	1,537,050-08	12,774,095-37
Corn.....	.....	52,714-22	6,000-00	.....	58,714-22
Mixed grain.....	2,704,114 lbs.	854,120 lbs.	1,334,166 lbs.	24,610 lbs.	4,917,010 lbs.
Screenings.....	71,788,950 lbs.	66,542,350 lbs.	4,974,800 lbs.	.....	143,306,100 lbs.
Mixed feed oats groats.....	14,499,060 lbs.	286,010 lbs.	321,970 lbs.	.....	15,107,040 lbs.
Sample barley malt.....	27,891,470 lbs.	.....	.....	.....	27,891,470 lbs.

GROSS RECEIPTS CROP YEAR 1931-1932 (ended July 31)

	Receipts from Country	Transfer Receipts	Total
	bush.	bush.	bush.
<i>Wheat—</i>			
Vancouver and New Westminster.....	76,717,075-30	263,227-40	76,980,303-10
Victoria.....	871,315-00	.....	871,315-00
Prince Rupert.....	1,169,838-50	.....	1,169,838-50
Total.....	78,758,229-20	263,227-40	79,021,457-00
Churchill.....	2,885,431-50	.....	2,885,431-50
Interior Terminals.....	3,597,926-10	.....	3,597,926-10
Grand Total.....	85,241,587-20	263,227-40	85,504,815-00
<i>Oats—</i>			
Vancouver and New Westminster.....	7,406,945-10	91,715-10	7,498,660-20
Victoria.....	1,539-14	.....	1,539-14
Prince Rupert.....	103-28	.....	103-28
Total.....	7,408,558-18	91,715-10	7,500,303-28
Churchill.....	1,249-14	.....	1,249-14
Interior Terminals.....	1,921,922-06	.....	1,921,922-06
Grand Total.....	9,331,760-04	91,715-10	9,423,475-10
<i>Barley—</i>			
Vancouver and New Westminster.....	2,059,296-32	3,684-38	2,062,981-22
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	2,059,296-32	3,684-38	2,062,981-22
Churchill.....	.....	.....	.....
Interior Terminals.....	691,359-28	.....	691,359-28
Grand Total.....	2,750,656-12	3,684-38	2,754,341-02
<i>Flaxseed—</i>			
Vancouver and New Westminster.....	4,091-34	.....	4,091-34
Victoria and Prince Rupert.....	.....	.....	.....
Total.....	4,091-34	.....	4,091-34
Churchill.....	.....	.....	.....
Interior Terminals.....	3,552-33	.....	3,552-33
Grand Total.....	7,644-11	.....	7,644-11
<i>Rye—</i>			
Vancouver and New Westminster.....	171,222-02	1,933-52	173,155-54
Victoria and Prince Rupert.....	.....	.....	.....
Total.....	171,222-02	1,933-52	173,155-54
Churchill.....	.....	.....	.....
Interior Terminals.....	42,559-06	.....	42,559-06
Grand Total.....	213,781-08	1,933-52	215,715-04

GROSS RECEIPTS CROP YEAR 1931-32 (ended July 31)—*Concluded*

	Receipts from Country	Transfer Receipts	Total
	Lbs.	Lbs.	Lbs.
<i>Mixed Grain—</i>			
Vancouver and New Westminster.....	1,683,230	.....	1,683,230
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	1,683,230	.....	1,683,230
Churchill.....	.....	.....	.....
Interior Terminals.....	1,237,810	.....	1,237,810
Grand Total.....	2,921,040	.....	2,921,040
<i>Screenings—</i>			
Vancouver and New Westminster.....	443,160	1,165,280	1,608,440
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	443,160	1,165,280	1,608,440
Churchill.....	.....	.....	.....
Interior Terminals.....	104,910	.....	104,910
Grand Total.....	548,070	1,165,280	1,713,350
<i>United States Wheat—</i>	bush.	bush.	bush.
Vancouver and New Westminster.....	118,242-50	.....	118,242-50
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	118,242-50	.....	118,242-50
<i>Argentine Corn—</i>			
Vancouver and New Westminster.....	85,768-42	22,497-48	108,266-34
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	85,768-42	22,497-48	108,266-34
<i>South African Corn—</i>			
Vancouver and New Westminster.....	495,956-14	59,351-34	555,307-48
Victoria.....	.....	.....	.....
Prince Rupert.....	.....	.....	.....
Total.....	495,956-14	59,351-34	555,307-48

GROSS SHIPMENTS CROP YEAR 1931-1932 (ended July 31)

	Ocean	Rail	Transfers	Totals
	bush.	bush.	bush.	bush.
<i>Wheat—</i>				
Vancouver and New Westminster	75,403,518-55	161,969-00	468,721-10	76,034,209-05
Victoria.....	518,186-40	.....	.....	518,186-40
Prince Rupert.....	320,320-00	.....	.....	320,320-00
Total.....	76,242,025-35	161,969-00	468,721-10	76,872,715-45
Churchill.....	544,769-10	.....	.....	544,769-10
Interior Terminals.....	.....	4,774,195-10	.....	4,774,195-10
Grand Total.....	76,786,794-45	4,936,164-10	468,721-10	82,191,680-05
<i>Oats—</i>				
Vancouver and New Westminster	6,910,337-02	92,652-32	738,597-10	7,741,587-10
Victoria.....	.....	7,438-08	.....	7,438-08
Prince Rupert.....	.....	1,418-08	.....	1,418-08
Total.....	6,910,337-02	101,509-14	738,597-10	7,750,443-26
Churchill.....	.....	.....	.....	.....
Interior Terminals.....	.....	1,962,144-14	.....	1,962,144-14
Grand Total.....	6,910,337-02	2,063,653-28	738,597-10	9,712,588-06
<i>Barley—</i>				
Vancouver and New Westminster	1,835,708-16	7,158-06	6,674-38	1,849,541-12
Victoria and Prince Rupert.....	.....	.....	.....	.....
Total.....	1,835,708-16	7,158-06	6,674-38	1,849,541-12
Churchill.....	.....	.....	.....	.....
Interior Terminals.....	.....	695,861-42	.....	695,861-42
Grand Total.....	1,835,708-16	703,020-00	6,674-38	2,545,403-06
<i>Flaxseed—</i>				
Vancouver and New Westminster	.....	1,730-54	1,885-46	3,616-44
Victoria and Prince Rupert.....	.....	.....	.....	.....
Total.....	.....	1,730-54	1,885-46	3,616-44
Churchill.....	.....	.....	.....	.....
Interior Terminals.....	.....	2,529-04	.....	2,529-04
Grand Total.....	.....	4,260-02	1,885-46	6,145-48
<i>Rye—</i>				
Vancouver and New Westminster	123,832-08	787-34	6,038-24	130,658-10
Victoria and Prince Rupert.....	.....	.....	.....	.....
Total.....	123,832-08	787-34	6,038-24	130,658-10
Churchill.....	.....	.....	.....	.....
Interior Terminals.....	.....	45,727-46	.....	45,427-46
Grand Total.....	123,832-08	46,215-24	6,038-24	176,086-00

GROSS SHIPMENTS CROP YEAR 1931-1932 (ended July 31)—*Concluded*

	Ocean	Rail	Transfers	Totals
	bush.	bush.	bush.	bush.
<i>Corn—</i>				
Vancouver and New Westminster		1,484-16		1,484-16
Victoria and Prince Rupert				
Total		1,484-16		1,484-16
Churchill and Interior Terminals				
Grand Total		1,484-16		1,484-16
	lbs.	lbs.	lbs.	lbs.
<i>Mixed Grain—</i>				
Vancouver and New Westminster	1,120,000	98,020	321,690	1,539,710
Victoria and Prince Rupert				
Total	1,120,000	98,020	321,690	1,539,710
Churchill				
Interior Terminals		1,040,050		1,040,050
Grand Total	1,120,000	1,138,070	321,690	2,579,760
<i>Screenings—</i>				
Vancouver and New Westminster	1,278,300	27,850,820	29,614,690	58,743,810
Victoria	348,000	59,340		407,340
Prince Rupert				
Total	1,626,300	27,910,160	29,614,690	59,151,150
Churchill		445,000		445,000
Interior Terminals		4,666,700		4,666,700
Grand Total	1,626,300	33,021,860	29,614,690	64,262,850
<i>Oats Groats—</i>				
Interior Terminals		52,765		52,765
<i>Argentine Corn—</i>	bush.	bush.	bush.	bush.
Vancouver and New Westminster		22,239-46	129,360-10	151,600-00
Victoria and Prince Rupert				
Total		22,239-46	129,360-10	151,600-00
<i>South African Corn—</i>				
Vancouver and New Westminster		111,597-48	123,069-06	234,666-54
Victoria and Prince Rupert				
Total		111,597-48	123,069-06	234,666-54

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT
ELEVATORS, CROP YEAR 1931-1932

	Cars
Kenora	682
Keewatin	5,505
Winnipeg	9,690
Portage la Prairie	893
Saskatoon	4,144
Moose Jaw	4,170
Calgary	5,504
Edmonton	1,711
Medicine Hat	2,460
Total	34,759

SHORTAGES—CARS

The number of complaints received of shortages on the outturn of cars unloaded at Terminal Elevators during the crop year were smaller than in past years. Where investigation has warranted it, adjustments have been made or recommended. There are bound to be complaints of shortages apparently due to errors in loading, leaks repaired in transit, pilferage, leaks on arrival and other causes beyond the knowledge or jurisdiction of the Weighman at the terminal.

REPORT OF THE NUMBER OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, CROP YEAR 1931-32.

CANADIAN PACIFIC RAILWAY

	Leaking Cars	Seals	
		Missing	Defective
Lake Head Elevators.....	5,307	1,170	159
Elevators, excluding Lake Head.....	2,534	561	153
Cars Reported, Bad Order and Loads Transferred.....	61	.....	.....
Total.....	7,902	1,731	312

CANADIAN NATIONAL RAILWAY

Lake Head Elevators.....	8,529	1,244	324
Elevators, excluding Lake Head.....	2,982	541	52
Cars Reported Bad Order and Loads Transferred.....	.....	.....	.....
Total.....	11,511	1,785	376
Total, both railroads.....	19,413	3,516	688

REPORTED VESSEL SHORTAGES

There has been a wide variation in the reported shortages from the various eastern unloading elevators. The average reported shortage or overage of pounds per 1,000 bushels on the various grains was as follows:—

Grain	Canadian ports	Lbs. per 1,000 bush.
Wheat.....	95,109,536-30	Short 20.40
Oats.....	12,813,846-05	Short 25.10
Barley.....	9,437,219-06	Short 33.52
Flaxseed.....	935,582-04	Short 37.59
Rye.....	7,340,388-54	Short 36.77
Barley malt.....	27,891,470 lbs.	Short 0.19 per 1,000 lbs.
Mixed feed oats groats.....	7,249-1060 tons	Short 1.94 per ton
Screenings.....	15,876-1714 tons	Over 0.36 per ton

Grain	American ports	Lbs. per 1,000 bush.
Wheat.....	51,286,228-50	Over 0.09
Barley.....	1,711,888-01	Short 22.82
Flaxseed.....	184,263-12	Short 177.92
Rye.....	2,411,139-24	Short 25.08
Screenings.....	20,431-1010 tons	Short 7.95 per ton

Grain	Total for Canadian and American ports	Lbs. per 1,000 bush.
Wheat.....	146,395,765-20	Short 13.22
Oats.....	12,813,846-05	Short 25.10
Barley.....	11,149,107-07	Short 31.87
Flaxseed.....	1,119,845-16	Short 60.67
Rye.....	9,751,528-22	Short 33.88
Barley malt.....	27,891,470 lbs.	Short 0.19 per 1,000 lbs.
Mixed feed oats groats.....	7,249-1060 tons	Short 1.94 per ton
Screenings.....	36,308-0724 tons	Short 4.32 per ton

A number of serious complaints of alleged shortages have been received during the crop year, which have been carefully investigated without finding any evidence of responsibility for same at the loading elevators. This branch does not receive reports covering the outturns of shipments loaded to vessels at tidewater at Atlantic and Pacific ports.

ANNUAL AUDIT

The annual audit of the stocks in store in the public, semi-public and private terminal elevators licensed by the board to operate in the Western Division, was carried out and statements of the correct quantities in store were prepared and forwarded to the board. The stocks in store in the various elevators were very heavy, the following approximate amounts being audited:—

AMOUNTS OF GRAINS WEIGHED UP CROP YEAR 1931-32

Grain	Bushels
Wheat.....	50,352,487
Oats.....	2,207,311
Barley.....	1,541,560
Rye.....	3,663,518
Flax.....	975,469
Mixed grain.....	4,369,900 lbs.
Screenings.....	4,407 tons
Corn.....	64,898

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, Ont., December 10, 1932.

APPENDIX No. 5

REPORT OF GENERAL MANAGER OF CANADIAN GOVERNMENT ELEVATORS

During the year ended July 31, 1932, six elevators were operated by this department, viz., Port Arthur, Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge. The elevators at Prince Rupert and Halifax are still operated by other parties under lease.

The new elevator at Lethbridge was opened for business in September, 1931, but owing to the light crop in that district the bulk of the grain was already shipped or stored in country elevators, consequently no grain was received for storage at Lethbridge.

As a result of the small crop the volume of grain handled was much below that of the previous season. As the following comparative statement shows, the largest decreases occurred at Moose Jaw and Port Arthur.

Elevator	1930-31	1931-32	Decrease
Port Arthur.....	3,537,560	146,038	3,391,522
Moose Jaw.....	4,539,454	704,749	3,834,705
Saskatoon.....	1,771,984	1,227,135	544,849
Calgary.....	3,044,196	2,056,019	988,177
Edmonton.....	2,619,897	2,223,949	395,948
	15,513,091	6,357,890	9,155,201

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 6

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, December 19, 1932.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following statement showing the special investigations and work carried out by the laboratory during the past year:—

1. A Survey of the Protein Content of the Contract Grades of Hard Red Spring Wheat grown in Western Canada during the year 1932.

2. Maximum, Minimum and Average Protein Content of the Contract Grades of Wheat grown in the Three Prairie Provinces for the five years 1928, 1929, 1930, 1931 and 1932.

3. A Five Year Study of the Protein Content of the Wheat grown in Western Canada.

4. A Study of the Suitability of Electrical Moisture Testers for the Commercial Determination of Moisture in Grain.

5. Physical and Chemical data on the Average Grades of Flax, December, 1932.

6. The Value of Canadian Wheat for Blending Purposes.

7. The International Exhibition of Bread Making Machinery and Accessories, Bologna, Italy.

8. Information for the Chief Inspector.

(a) Effect of a certain fungus upon the Milling Quality of a sample of wheat.

(b) Drying of wheat.

(c) The milling and baking qualities of the first two shipments of Canadian wheat from Churchill, Man.

(d) Study of bleached and immature wheats.

9. Milling and Baking Characteristics of the Crop, 1932.

(a) Quality of the new crop wheat.

(b) Information submitted to the Grain Standards Committee.

(c) Comparison of the chief characteristics of the standards and averages for the five years 1928, 1929, 1930, 1931 and 1932.

In addition to the above, the board and the chief inspector have been furnished with a number of memoranda with regard to certain problems arising from time to time.

These include the following:—

1. The Characteristics of Certain Fumigants.

2. The Milling and Baking Qualities of Individual Samples of Wheat.

3. Cargoes of Wheat of which Complaint had been made by European Buyers.

4. The Protein Contents of Cargoes of Wheat ex Atlantic and Pacific ports and also of early samples of the New Crop Wheat.

The moisture testing equipment at all the inspection offices has been maintained in satisfactory condition by the system of checking adopted by the laboratory and by personal inspection by members of the staff. During the year additional equipment has been installed at a number of the elevators in Vancouver and also at Churchill. This equipment has been especially selected according to local conditions, in order to control voltage fluctuations and to enable the operators at these points to handle their equipment with much greater accuracy and efficiency.

During the year the laboratory has been pleased to co-operate with the Cereal and Entomological Branches of the Department of Agriculture in a number of projects including protein tests in connection with plant breeding studies and microscopic examinations of cereal seeds and elevator dust for the detection of insect pests. The laboratory has also been of assistance to the Government elevators and other Government institutions in Western Canada with regard to numerous problems of mutual interest.

On numerous occasions throughout the year the laboratory has been of service to farmers, grain and milling organizations both in Canada and abroad by supplying them with information regarding the protein content, milling and baking qualities of different grades, varieties and types of wheat, the warehousing qualities of grain, the oil content and quality of flax and other related matters.

I also have the honour to submit separately a detailed report of the work of the laboratory with the recommendation that it may be published separately.

Yours respectfully,

(Signed) F. J. BIRCHARD,
Chemist in Charge.

APPENDIX No. 7

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDING AUGUST 31, 1932—EASTERN AND WESTERN DIVISIONS

WESTERN DIVISION

(a) WINNIPEG—		
Revenue—		
Licence fees.....		\$ 35,293 00
Registration fees.....	\$ 8,516 36	
Cancellation fees.....	8,455 44	
		16,971 80
Inspection fees.....	\$ 125,102 00	
Samples sold.....	2,835 30	
Refund express.....	827 25	
Cargo certificates split.....	317 70	
Sundries.....	2,241 95	
Overtime.....	12 75	
		131,336 95
Weighing fees.....	\$ 11,173 54	
Condition reports.....	1,353 00	
Overtime.....	21 00	
		12,547 54
Appeal fees.....		875 30
		\$ 197,024 59
Expenditure—		
Board and Executive Office—		
Salaries—		
Commission and secretary.....	\$ 34,274 20	
Secretary's office.....	13,438 28	
Licensing and bonding.....	10,533 75	
Rents—		
Executive office.....	3,707 00	
Licensing and bonding.....	1,001 00	
Travelling expenses—Commission.....	5,079 57	
General expenses—		
Grain Commission.....	8,683 28	
Licensing and bonding.....	476 07	
Printing and Stationery—		
Grain Commission.....	1,669 15	
Licensing and bonding.....	1,762 38	
		\$ 80,624 68

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—Continued

WESTERN DIVISION—Continued

(a) WINNIPEG—Con.

Assistant Commissioner's Office—

Salaries.....	\$ 8,605 00
Rent.....	495 00
Travelling expenses.....	228 66
General expenses.....	129 07
Printing and stationery.....	12 70

\$ 9,470 43

Accounting Branch—

Salaries.....	\$ 11,069 16
Rent.....	2,131 00
Travelling expenses.....	161 55
General expenses.....	715 93
Printing and stationery.....	583 99

14,661 63

Finance Branch—

Salaries.....	\$ 2,992 50
Travelling expenses.....	46 30
General expenses.....	3 00
Printing and stationery.....	31 12

3,072 92

Grain Research Laboratory—

Salaries.....	\$ 29,319 39
Rent.....	10,461 00
Travelling expenses.....	1,759 81
General expenses.....	5,015 11
Printing and stationery.....	1,806 29
Capital expenditure.....	2,561 34
Rome baking expedition.....	260 44

51,183 38

Registration Branch—

Salaries.....	\$ 12,725 00
Rent.....	1,309 00
Travelling expenses.....	145 60
General expenses.....	294 53
Printing and stationery.....	76 09

14,550 22

Inspection Branch—

Salaries.....	\$ 236,867 38
Rent.....	21,128 00
Travelling expenses.....	618 25
General expenses.....	11,082 90
Printing and stationery.....	3,757 71

273,454 24

Weighing Branch—

Salaries.....	\$ 75,638 52
Rent.....	1,709 00
Travelling expenses.....	228 05
General expenses.....	549 28
Printing and stationery.....	636 36

78,761 21

Grain Appeal Tribunal—

Salaries.....	\$ 5,637 50
Rent.....	451 00
General expenses.....	293 33
Printing and stationery.....	79 77

6,461 60

Wheat Bonus—

Salaries.....	\$ 73,460 84
General expenses.....	24,417 96
Printing and stationery.....	42,970 93

140,849 73

Western Standards Committee.....

4,124 69

Commission on Grain Futures.....

10,381 42

\$ 687,596 15

(b) CHURCHILL—

Revenue—

Inspection fees.....	\$ 3,196 00
Weighing fees.....	3,545 00

\$ 6,741 00

Expenditure—

Inspection Branch—

Salaries.....	\$ 2,145 15
Travelling expenses.....	629 40
General expenses.....	131 06

2,905 61

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—Continued

WESTERN DIVISION—Continued

(b) CHURCHILL—Con.

Weighing Branch—

Salaries.....	\$ 2,509 11
Overtime.....	99 00
Travelling expenses.....	234 00

\$ 2,842 11

\$ 5,747 72

(c) KEEWATIN—

Revenue—

Inspection fees.....	\$ 2,185 15
Weighing fees.....	\$ 5,247 00
Overtime.....	27 00

5,274 00

\$ 7,459 15

Expenditure—

Salaries inspection.....	\$ 2,622 60
Salaries weighing.....	\$ 4,742 00
Travelling expenses.....	23 50
General expenses.....	71 05

4,836 55

\$ 7,459 15

(d) KENORA—

Revenue—

Weighing fees.....	\$ 2,083 70
Overtime.....	5 00

\$ 2,088 70

\$ 2,088 70

Expenditure—

Salaries weighing.....	\$ 2,065 00
Travelling expenses.....	9 70
General expenses.....	14 00

\$ 2,088 70

\$ 2,088 70

(e) PETERBOROUGH—

Revenue—

Weighing fees.....	\$ 2,173 00
Overtime.....	10 00

\$ 2,183 00

\$ 2,183 00

Expenditure—

Salaries weighing.....	\$ 2,183 00
------------------------	-------------

\$ 2,183 00

\$ 2,183 00

(f) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.....	\$ 2,374 40
--------------------	-------------

\$ 2,374 40

\$ 2,374 40

Expenditure—

Salaries weighing.....	\$ 2,357 50
Travelling expenses.....	16 90

\$ 2,374 40

\$ 2,374 40

(g) SASKATOON—

Revenue—

Inspection fees.....	\$ 19,243 90
Overtime.....	79 50
Samples sold.....	360 37

\$ 19,683 77

Weighing fees.....	\$ 6,720 40
Overtime.....	42 12

6,762 52

\$ 26,446 29

Expenditure—

Assistant Commissioner's Office—

Salaries.....	\$ 8,635 66
Rent.....	210 00
Travelling expenses.....	574 25
General expenses.....	253 78
Printing and stationery.....	76 02

\$ 9,749 71

Inspection Branch—

Salaries.....	\$ 32,002 76
Rent.....	2,988 00
Travelling expenses.....	158 25
General expenses.....	1,175 68
Printing and stationery.....	596 77

36,921 46

Weighing Branch—

Salaries.....	\$ 10,744 62
General expenses.....	1 00

10,745 62

\$ 57,416 79

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—Continued

WESTERN DIVISION—Continued

(h) MOOSE JAW—

Revenue—

Inspection fees.....	\$ 11,384 40	
Inspection overtime.....	47 25	
Samples sold.....	286 93	
		\$ 11,718 58

Weighing fees.....	\$ 5,323 90	
Weighing overtime.....	117 50	
		5,441 40

\$ 17,159 93

Expenditure—

Inspection Branch..

Salaries.....	\$ 30,585 14	
Rent.....	2,894 00	
Travelling expenses.....	144 75	
General expenses.....	1,050 94	
Printing and stationery.....	307 54	
		\$ 34,982 37

Weighing Branch—

Salaries.....	\$ 7,730 65	
General expenses.....	3 00	
		7,733 65

\$ 42,716 02

(i) MEDICINE HAT—

Revenue—

Inspection fees.....	\$ 5,171 18	
Samples sold.....	81 75	
		\$ 5,252 93

Weighing fees.....	\$ 4,627 50	
Weighing overtime.....	5 00	
		4,632 50

\$ 9,885 43

Expenditure—

Inspection Branch..

Salaries.....	\$ 4,323 60	
Rent.....	300 00	
Travelling expenses.....	339 70	
General expenses.....	289 63	
		\$ 5,252 93

Weighing Branch—

Salaries.....	4,632 50	
		\$ 9,885 43

(j) LETHBRIDGE—

Revenue—

Inspection fees.....	\$ 11 90	
Weighing fees.....	5 00	
		\$ 16 90

Expenditure—

Inspection Branch—

Salaries.....	\$ 2,908 00	
Travelling expenses.....	91 05	
General expenses.....	161 97	
		\$ 3,161 02

Weighing Branch—

Salaries.....	\$ 2,719 20	
Travelling expenses.....	51 15	
General expenses.....	17 14	
		2,787 49

\$ 5,948 51

(k) SUPERIOR—

Revenue—

Inspection fees.....	\$ 157 00	
Sundries.....	22 49	
		\$ 179 49

Expenditure—

Salaries (inspection).....	\$ 3,160 50	
General expenses.....	310 81	
		\$ 3,471 1

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—Continued

WESTERN DIVISION—Continued

(l) CALGARY—

Revenue—

Inspection fees.....	\$ 28,763 90		
Samples sold.....	605 51		
Express charges.....	273 75		
		\$ 29,643 16	
Weighing fees.....	\$ 9,114 40		
Weighing overtime.....	25 50		
		9,139 90	
Appeal fees.....		849 00	
			\$ 39,632 06

Expenditure—

Assistant Commissioner's Office—

Salaries.....	\$ 8,600 00		
Rent.....	495 00		
Travelling expenses.....	222 54		
General expenses.....	426 57		
Printing and stationery.....	44 52		
		\$ 9,788 63	

Inspection Branch—

Salaries.....	\$ 39,823 98		
Rent.....	1,833 33		
Travelling expenses.....	186 30		
General expenses.....	2,484 15		
Printing and stationery.....	585 84		
		44,913 60	

Weighing Branch—

Salaries.....	\$ 18,509 50		
General expenses.....	154 09		
		18,663 59	

Grain Appeal Tribunal—

Salaries.....	\$ 4,408 40		
Rents.....	385 00		
General expenses.....	417 70		
Printing and stationery.....	54 21		
		5,265 31	

\$ 78,631 13

(m) VICTORIA—

Revenue—

Inspection fees.....	\$ 624 80		
Weighing fees.....	1,240 80		
		\$ 1,865 60	

Expenditure—

Inspection Branch—

Salaries.....	\$ 2,363 95		
---------------	-------------	--	--

Weighing Branch—

Salaries.....	\$ 2,255 00		
		\$ 4,618 95	

(n) PRINCE RUPERT—

Revenue—

Inspection fees.....	\$ 338 60		
Samples sold.....	12 45		
		\$ 351 05	
Weighing fees.....		1,118 50	
		\$ 1,469 55	

Expenditure—

Inspection Branch—

Salaries.....	\$ 3,120 75		
General expenses.....	32 02		
		\$ 3,152 77	

Weighing Branch—

Salaries.....	\$ 3,653 38		
General expenses.....	8 60		
		3,661 98	

\$ 6,814 75

(o) EDMONTON—

Revenue—

Inspection fees.....	\$ 41,001 75		
Samples sold.....	631 84		
Express charges.....	363 25		
		\$ 41,996 84	

Weighing fees.....	\$ 6,937 50		
Weighing overtime.....	104 40		
Condition reports.....	6 25		
		7,048 15	
Appeal fees.....		910 25	

\$ 49,955 24

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—Continued

WESTERN DIVISION—Continued

(o) EDMONTON—Con.

Expenditure—

Inspection Branch—

Salaries.....	\$ 43,628 70
Rent.....	4,014 00
Travelling expenses.....	119 65
General expenses.....	3,416 09
Printing and stationery.....	599 32

\$ 51,777 76

Weighing Branch—

Salaries.....	\$ 9,017 85
Travelling expenses.....	18 35
General expenses.....	120 50

9,156 70

Grain Appeal Tribunal—

Salaries.....	\$ 4,408 30
Rent.....	540 00
General Expenses.....	358 90
Printing and stationery.....	45 13

5,352 33

\$ 66,286 79

(p) VANCOUVER—

Revenue—

Inspection fees.....	\$ 88,647 00
Samples sold.....	3,662 27
Splits.....	2 00

\$ 92,311 27

Weighing fees.....	\$144,340 90
Weighing overtime.....	33 00

144,373 90

Registration fees.....	\$ 3,493 60
Cancellation fees.....	3,474 96

6,968 56

\$243,653 73

Expenditure—

Inspection Branch—

Salaries.....	\$ 86,909 31
Rent.....	5,284 00
Travelling expenses.....	198 05
General expenses.....	2,518 57
Printing and stationery.....	2,015 70

\$ 96,925 63

Weighing Branch—

Salaries.....	\$ 63,327 67
Rent.....	2,007 00
Travelling expenses.....	50 40
General expenses.....	953 50
Printing and stationery.....	766 10

67,104 67

Registration Branch—

Salaries.....	\$ 5,175 00
Rent.....	1,332 00
General expenses.....	212 13

6,719 13

\$170,749 43

(q) FORT WILLIAM—

Revenue—

Inspection fees.....	\$206,953 40
Inspection overtime.....	1,634 00
Samples sold.....	5,061 18
Splits.....	6 30

\$213,654 88

Weighing fees.....	\$355,226 40
Weighing overtime.....	2,087 50

357,313 90

\$570,968 78

Expenditure—

Inspection Branch—

Salaries.....	\$319,580 65
Rent.....	12,434 88
Travelling expenses.....	166 60
General expenses.....	10,411 84
Printing and stationery.....	5,216 66

\$347,810 63

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR ENDING
AUGUST 31, 1932—*Concluded*

WESTERN DIVISION—*Concluded*

(q) FORT WILLIAM—*Con.*

Weighing Branch—

Salaries.....	\$283,803 75	
Rent.....	3,157 68	
Travelling expenses.....	1,618 91	
General expenses.....	2,360 48	
Printing and stationery.....	1,716 78	
		\$292,657 60

Registration Branch—

Salaries.....	\$ 3,852 50	
Rent.....	480 00	
General expenses.....	126 70	
		4,459 20

Assistant Commissioner's Office—

Salaries.....	\$ 8,735 00	
Rent.....	837 00	
General expenses.....	317 22	
		9,889 22

Statistical Branch—

Salaries.....	\$ 38,798 26	
Rent.....	2,016 00	
Travelling expenses.....	356 55	
General expenses.....	1,659 07	
Printing and stationery.....	1,461 60	
		44,291 48

\$699,108 13

EASTERN DIVISION

(r) TORONTO—

Revenue—

Inspection fees.....	\$ 93 00	
Sampling fees.....	72 00	
Samples sold.....	1 50	
Sundries.....	0 75	
		\$ 167 25

Expenditure—

Salaries.....	\$ 4,705 00	
Rents.....	625 00	
Travelling expenses.....	30 55	
General expenses.....	305 62	
Printing and stationery.....	5 79	
		\$ 5,671 96

(s) MONTREAL—

Revenue—

Inspection Fees.....	\$ 5,327 32	
Sampling fees.....	3,092 30	
Samples sold.....	80 10	
Cargo certs. split.....	906 30	
Refund express.....	1 40	
		\$ 9,407 42
Weighing fees.....	0 60	
		\$ 9,408 02

Expenditure—

Salaries.....	\$ 29,610 76	
Rent.....	2,313 00	
Travelling expenses.....	1,392 55	
General expenses.....	956 61	
Printing and stationery.....	585 63	
		\$ 34,858 55
Grain appeal tribunal.....	287 50	
		\$ 35,146 05

(t) EASTERN STANDARD COMMITTEE—

Expenditure—

General expenses.....	\$ 861 07	
		\$ 861 07

SUMMARY OF OPERATIONS BY BRANCHES WESTERN AND EASTERN DIVISIONS

REVENUE

—	Inspection	Weighing		Appeal Board		Registration		Grain Commission		Statistical		Accounting		Grain Research		Wheat Bonus		Total	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.									\$	cts.
Fees.....	538,201 40																	1,161,321 85	
Sampling.....	3,164 30	561,252 54		2,634 55		23,940 36		35,293 00										3,164 30	
Recoverable overtime.....	1,773 40																	4,251 42	
Express charges.....	1,465 65	2,478 02																1,465 65	
Cargo certificates split.....	1,232 30																	1,232 30	
Samples sold.....	13,619 20																	13,619 20	
Condition report.....		1,359 25																1,359 25	
Sundries.....	2,265 19																	2,265 19	
	561,721 44	565,089 81		2,634 55		23,940 36		35,293 00										1,188,679 16	

EXPENDITURE

Salaries.....	844,358 23	487,134 40	14,741 70	21,752 50	92,821 89	38,798 26	14,061 66	29,319 39	73,460 84	1,616,448 87
Rents.....	53,814 21	6,873 68	1,376 00	3,121 00	6,745 00	2,016 00	2,131 00	10,461 00		86,537 89
Expenses.....	38,402 99	6,503 60	1,069 93	778 96	16,391 01	2,015 62	926 78	9,596 70	24,417 96	100,103 55
Printing and stationery.....	13,670 96	3,119 24	179 11	76 09	3,564 77	1,461 60	615 11	1,806 29	42,970 93	67,464 10
Eastern standards committee	861 07									861 07
Western standards committee	4,124 69									4,124 69
Committee on Grain Futures..					10,381 42					10,381 42
	955,232 15	503,630 92	17,366 74	25,728 55	129,904 09	44,291 48	17,734 55	51,183 38	140,849 73	1,885,921 59

Net deficit.....\$ 697,242 43

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Registration	Grain Commission	Statistical	Accounting	Research Laboratory	Wheat Bonus	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.					\$ cts.
Winnipeg.....	131,336 95	12,042 54	875 30	16,971 80	35,293 00					196,519 59
Edmonton.....	41,996 84	7,048 15	910 25							49,955 24
Victoria.....	624 80	1,240 80								1,865 60
Vancouver.....	92,311 27	144,373 90		6,968 56						243,653 73
Prince Rupert.....	351 05	1,118 50								1,469 55
Superior.....	179 49									179 49
Transcona.....		505 00								505 00
Lethbridge.....	11 90	5 00								16 90
Keewatin.....	2,185 15	5,274 00								7,459 15
Kenora.....		2,088 70								2,088 70
Peterborough.....		2,183 00								2,183 00
Portage la Prairie.....		2,374 40								2,374 40
Saskatoon.....	19,683 77	6,762 52								26,446 29
Moose Jaw.....	11,718 58	5,441 40								17,159 98
Medicine Hat.....	5,252 93	4,632 50								9,885 43
Calgary.....	29,643 16	9,139 90	849 00							39,632 06
Fort William.....	213,654 88	357,313 90								570,968 78
Churchill.....	3,196 00	3,545 00								6,741 00
	552,146 77	565,089 21	2,634 55	23,940 36	35,293 00					1,179,103 89

EXPENDITURE

Winnipeg.....	278,440 00	78,761 21	6,461 60	14,550 22	100,476 53		17,734 55	51,183 38	140,849 73	688,457 22
Churchill.....	2,905 61	2,842 11								5,747 72
Keewatin.....	2,622 60	4,836 55								7,459 15
Kenora.....		2,088 70								2,088 70
Peterborough.....		2,183 00								2,183 00
Portage la Prairie.....		2,374 40			9,749 71					2,374 40
Saskatoon.....	36,921 46	10,745 62								57,416 79
Moose Jaw.....	34,982 37	7,733 65								42,716 02
Medicine Hat.....	5,252 93	4,632 50								9,885 43
Lethbridge.....	3,161 02	2,787 49								5,948 51
Calgary.....	44,913 60	18,663 59	5,265 31		9,788 63					78,631 13
Edmonton.....	51,777 76	9,156 70	5,352 33							66,286 79
Vancouver.....	96,925 63	67,104 67		6,719 13						170,749 43
Victoria.....	2,363 95	2,255 00								4,618 95
Prince Rupert.....	3,152 77	3,661 98								6,814 75
Superior.....	3,471 31									3,471 31
Fort William.....	347,810 63	283,803 75		4,459 20	9,889 22	44,291 48				690,254 28
	914,701 64	503,630 92	17,079 24	25,728 55	129,904 09	44,291 48	17,734 55	51,183 38	140,849 73	1,845,103 58

Total Revenue Western Division.....\$ 1,179,103 89

Total Expenditure Western Division.....1,845,103 58

Deficit Western Division.....\$ 665,999 69

STATEMENT SHOWING REVENUE AND EXPENDITURE WESTERN AND EASTERN DIVISIONS

GRAIN COMMISSION

	Inspection	Weighing	Appeal Boards	Regis- tration	Grain Commis- sion	Statistical	Accounting	Research Laboratory	Wheat Bonus	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.					\$ cts.
Revenue—										
Western Division.....	552,146 77	565,089 21	2,634 55	23,940 36	35,293 00	Nil	Nil	Nil	Nil	1,179,103 89
Eastern Division.....	9,574 67	0 60								9,575 27
	561,721 44	565,089 81	2,634 55	23,940 36	35,293 00					1,188,679 16
Expenditure—										
Western Division.....	914,701 64	503,620 92	17,079 24	25,728 55	129,904 09	44,291 48	17,734 55	51,183 38	140,849 73	1,845,103 58
Eastern Division.....	40,530 51		287 50							40,818 01
	955,232 15	503,630 92	17,366 74	25,728 55	129,904 09	44,291 48	17,734 55	51,183 38	140,849 73	1,885,921 59

Total revenue Eastern and Western Division.....\$ 1,188,679 16
Total expenditure Eastern and Western Division.....1,885,921 59

Total deficit Eastern and Western Division.....\$ 697,242 43

APPENDIX No. 8

REPORT OF WHEAT BONUS BRANCH

WINNIPEG, MAN., January 15, 1933.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following report covering the work of the Wheat Bonus Branch for the year ended December 31, 1932.

The system installed for the recording and checking of the paid bonus certificates has been carefully followed throughout the year and to the end of December, 1932, 2,891,313 certificates were recorded as issued representing bonus paid to growers in the different provinces as follows:—

		Bushels
Manitoba.....	\$ 1,169,025 47	23,380,509
Saskatchewan.....	5,669,919 78	113,398,395
Alberta.....	5,857,735 42	117,154,708
Peace River Block.....	23,440 40	468,808
Total.....	\$ 12,720,121 07	254,402,420

The distribution of these payments by months was as follows:—

September, 1931.....	\$ 729,584 22	
October.....	3,025,914 17	
November.....	3,007,675 28	
December.....	1,720,174 71	
January, 1932.....	733,592 87	
February.....	590,357 75	
March.....	710,392 60	
April.....	516,507 62	
May.....	323,724 85	
June.....	721,228 18	
July.....	534,501 44	
August.....	81,341 25	
September.....	12,107 19	
October.....	3,261 09	
November.....	2,380 86	
December, 1932.....	1,483 27	
Total.....	\$ 12,714,227 35	
Outstanding certificates December 31, 1932.....	11,853 47	
	\$ 12,726,080 82	
Less amount recoverable account of improperly paid..	5,959 75	\$ 12,720,121 07

On checking the certificates on receipt in the Wheat Bonus office, it was found that on 5,158 certificates the amount paid was less than the amount actually due and adjustment certificates amounting to \$1,781.94 were issued to cover these short payments.

On 16,309 certificates it was found that the payment made was in excess of the amount actually due and the amount of these over-payments together with other irregular payments as specified below, were debited to the licensees responsible for the issuance of these certificates.

Over-payments on certificates.....	\$ 3,671 79
Duplicate payments and bonus paid on other than 1931 wheat.....	3,839 89
Bonus refundable by grower on taking re-delivery of wheat on which bonus issued.....	509 23
	\$ 8,020 91

Of this amount, \$4,842.74 has been refunded to the board, leaving a balance of \$3,178.17 to be collected.

Growers returned to the board for cancellation, 364 certificates amounting to \$1,427.35 as the wheat covered by such certificates was not grown in the year 1931.

A record of all bonus certificates printed has been maintained and on the expiry of the date on which bonus could be issued by licensees, such licensees were instructed to return to the board all unused wheat bonus certificates. With the exception of 8,056 certificates, the total of 4,795,000 certificates printed have been accounted for at December 31, 1932.

The temporary staff engaged by the board and the members of the staffs of the other branches of the board loaned to the Wheat Bonus Branch, performed a large volume of tedious work in very creditable manner. From February 1, 1932, it was possible to commence to reduce the number engaged and this reduction was continued until on December 31, 1932, the staff consisted of only four employees.

Maximum staff employed:—

January.....	81	July.....	51
February.....	43	August.....	35
March.....	42	September.....	21
April.....	42	October.....	9
May.....	39	November.....	5
June.....	45	December.....	5

The total cost of the Wheat Bonus Branch up to December 28, 1932, was:—

Salaries.....	\$ 78,122 39
Printing and stationery.....	42,970 93
Audit and other expenses.....	62,074 23
	<hr/>
	\$ 183,167 55

which represents a cost of \$1.44 per \$100 of bonus distributed. The average amount of each certificate issued was \$4.40.

Yours respectfully,

H. A. SCOTT,
In charge Wheat Bonus Branch.

CERTIFICATE

We certify that we have audited the records pertaining to the administration of “An Act respecting Wheat,” chapter 60, 21-22, George V, and that, subject to the qualifications contained in the foregoing report, all disbursements coming under our notice were, in our opinion, properly made according to the terms and provisions of the said Act and the various regulations and rulings issued from time to time by the board in connection with the administration thereof.

All our requirements as auditors have been complied with.

(Sgd.) DUNWOODY, NICHOLL, SAUL & CO.,
Chartered Accountants, Auditors.

APPENDIX No. 9

REGULATIONS OF THE BOARD

Regulations numbers 15, 16, 17, 18 and 20 have been superseded by later regulations as follows:—

Regulation No. 15	superseded by Regulation No. 24
“ No. 16	“ “ No. 25
“ No. 17	“ “ No. 26
“ No. 18	“ “ No. 27
“ No. 20	“ “ No. 28

Regulations numbers 24, 25 and 27 were amended on November 28, 1932.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1932



OTTAWA
J. O. PATENAUDE, ACTING KING'S PRINTER

1933

Price, 25 cents

DA 12

56

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

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1933



OTTAWA
J. O. PATENAUDE
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1934

Price, 25 cents.

CALDA 12
A56

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

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OTTAWA
J. O. PATENAUDE
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1934

TABLE OF CONTENTS

	PAGE
REPORT OF THE BOARD.....	5
Reductions in Expenditure.....	5
Transfer Receipts and Eastern Warehouse Receipts.....	5
Despatch of Grain at Seaport Elevators.....	5
Amendments to Canada Grain Act.....	6
Country Elevator Problems.....	6
Grain Appeal Tribunals.....	6
Committees on Grain Standards.....	7
Canadian Government Elevators.....	7
Inland Water Freight Rates.....	7
Audit—Public and Semi-Public Terminal Elevators.....	7
Wheat Bonus.....	8
APPENDICES—	
No. 1. Report of Secretary.....	9
(a) Complaints.....	9
(b) Prosecutions.....	10
(c) Defaults.....	10
(d) Cars out of turn.....	11
(e) Licences issued 1932-33.....	11
(f) Summary of licences issued past twenty years.....	12
(g) Grain loading platforms.....	13
(h) Report of Statistician.....	13
(i) Annual Weigh-up, Terminal Elevators, 1933.....	25
No. 2. Personnel—Committees on Grain Standards.....	28
3. Personnel—Grain Appeal Tribunals.....	29
4. Report of Registrar.....	30
5. Report of Chief Inspector.....	31
6. Report of Chief Weighmaster.....	38
7. Report of General Manager, Canadian Government Elevators.....	42
8. Report of Grain Research Laboratory.....	43
9. Report of Revenue and Expenditure.....	44
10. Wheat Bonus.....	53
11. Regulations of the Board.....	54

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 8, 1934.

Hon. H. H. STEVENS,
Minister of Trade and Commerce,
Ottawa.

SIR,—We have the honour to present herewith the Annual Report of the Board of Grain Commissioners for the year 1933.

REDUCTIONS IN EXPENDITURE

The most difficult problem the board has had to face has been that of reducing expenditures to the lowest point possible. In this we believe a high degree of success has been achieved. The expenditure for the fiscal year 1931-32 was \$2,306,269.30. In 1932-33, \$2,026,412.45. It is estimated that the expenditure for the current fiscal year will not exceed \$1,800,000. Expenditure for the present year from April 1, 1933, to December 31, 1933, amounts to \$1,347,863.79. This may be compared with expenditure for the same period in 1932, which amounted to \$1,539,612.61.

Measures that were taken to reduce expenditure included the limiting of inspection and weighing services at Moose Jaw and Saskatoon to grain billed to those points, and the reduction of seasonal and temporary staff during periods when the flow of grain declined. Apart from these factors, permanent positions that have fallen vacant have either been filled by temporary appointments or the position abolished and the work carried by the remaining staff. During 1933 the permanent and seasonal staffs of the board have been reduced by forty-four (44) employees. The savings arising from all these measures will be more fully revealed in expenditures for 1934. We believe that these reductions have been accomplished without impairing in any way the efficiency of the services but further action along these lines can hardly be contemplated.

TRANSFER RECEIPTS AND EASTERN WAREHOUSE RECEIPTS

At the last session of Parliament the Canada Grain Act was amended to provide for the issue and registration of transfer receipts and Eastern warehouse receipts (23-24 George V. chapter 24). Following this amendment the board made a very thorough study of the eastern situation with a view to drawing up rules and regulations which would be adaptable to the movement of traffic from the head of navigation on the Great Lakes to Atlantic ports. After conferring with all the parties interested, the board passed Regulation No. 35. It is believed that the system as devised, with some minor adjustments, will facilitate the movement of grain through the Eastern Division by giving the banks the security that they feel necessary in financing the movement.

DESPATCH OF GRAIN AT SEAPORT ELEVATORS

Another amendment to the Act authorized the board to make regulations for the purpose of ensuring the orderly despatch of grain at seaport elevators. We have under consideration at the present time the draft of a regulation to

enable the Harbour Commissioners of the Port of Montreal to advance grain from their elevators to waiting ships. It is intended that this regulation shall be ready to go into effect for the shipping season of 1934.

AMENDMENTS TO THE CANADA GRAIN ACT

The board has continued to investigate the effect of allowing Garnet wheat to be placed in No. 2 Manitoba Northern wheat. We are substantially in agreement that Garnet wheat should be given an independent classification but in view of the present low price of wheat and the difficulties of the wheat producer, we are of the opinion that it might not be advisable to proceed with changes in the classification at the present session.

When the Act is being amended the statutory grades of barley will also require to be further considered. The present classification appears to be too elaborate and is not proving wholly satisfactory. A demand has also arisen in the Eastern Division for statutory grades for beans.

Experience has shown that a few minor amendments to the Canada Grain Act are desirable but in themselves these are not sufficient to make necessary an amending Bill at the present time.

COUNTRY ELEVATOR PROBLEMS

The work of the assistant grain commissioners continues to be a very valuable and important phase of the board's activities. In addition to complaints where an investigation was instituted, details of which are given elsewhere in this report, various inquiries relating to the grain trade are handled from their offices.

The board has continued the practice begun in 1931 of having the assistant commissioners inspect country elevators during the summer months. From the reports submitted by the assistant commissioners, it is clear that these inspections lead to the replacement of defective equipment and tend to minimize the number of minor irregularities which occur at country elevators. The number of elevators inspected during the year are as follows:—

Alberta.	110
Saskatchewan.	174
Manitoba.	211
Total.	<hr/> 495 <hr/>

The problem of overages in country elevators continues to occupy the board. Where it has been shown that country elevator operators have had an overage in successive years, investigations have been carried out by the assistant commissioners. Investigations of this nature have been conducted in forty-two (42) instances in Manitoba, eighty-two (82) in Saskatchewan and thirty-eight (38) in Alberta. The purpose of these investigations is to bring home to country elevator operators their personal responsibility for accurate weights and to provide a basis for eliminating operators who continue to show a bad record.

GRAIN APPEAL TRIBUNALS

The Grain Appeal Tribunals as constituted by the board at Winnipeg, Calgary and Edmonton in the Western Division, and at Toronto and Montreal in the Eastern Division continued in operation during the year 1933. Due to a marked decline in the number of appeals when Mr. George Hill, Chairman of the Calgary Tribunal, was retired on account of age, no appointment for the time being has been made to fill his position. Mr. C. R. Manahan, Chairman of the Edmonton Appeal Tribunal, has alternated between Calgary and Edmonton to maintain the work of the tribunals.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1933-34 were constituted by the board in accordance with section 25 of the Canada Grain Act, 1930.

The Western Committee on Grain Standards was convened at Winnipeg on October 17, 1933, to select and settle standard samples of grain grown in the Western Division for the crop year 1933-34.

The Eastern Committee was convened at Toronto on November 23, 1933, and on November 24, 1933, at Montreal.

CANADIAN GOVERNMENT ELEVATORS

The operation of the interior terminal elevators continues to present a serious problem. When the most important of these elevators were constructed they served a very useful purpose in providing reserve storage space. The opening of the Pacific route, the increase of storage space provided by private enterprise and reductions in the size of the wheat crop have operated however, to lessen the flow of grain to these elevators. The large elevators at Calgary, Edmonton, Moose Jaw and Saskatoon have not been used to any great extent. The elevator at Lethbridge has been almost unused and very little grain was stored in the Government elevator at Port Arthur. After consideration, following an advertisement for tenders, the board re-leased its elevator at Prince Rupert to the Alberta Pool. Tenders were also advertised for the lease of the elevator at Port Arthur and this elevator was leased for two years to the McCabe Grain Company, the highest tenderer. The problem remains of putting on a satisfactory basis handlings at the interior points, though it must be recognized that the very severe drought in Saskatchewan and Alberta has been an important factor in reducing the volume of grain placed in these elevators.

INLAND WATER FREIGHT RATES

Under the Inland Water Freight Rates Act, 1923, the board is charged with the duty of prescribing the maximum lake rates on grain when, in its opinion, these rates become excessive or discriminative. In the spring of 1933 it was shown to the board that rates of six cents per bushel on wheat were being made from the head of the lakes to Sorel and Quebec while the rate of six and one-half cents was being charged to Montreal. The board thereupon issued an order on May 15 making the maximum rates to St. Lawrence ports six cents a bushel. On May 15 this order was suspended on assurances being given that further discrimination would cease. Subsequently, competitive forces led to the effective rate falling below four cents a bushel and throughout the balance of the season of 1933 much grain was carried at what was undoubtedly an unremunerative rate.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC ELEVATORS

In order to properly check the operations of the public and semi-public terminal elevators with a view to ascertaining that outstanding warehouse receipts issued by the licensees of such elevators were covered by actual stocks of grain and that the provisions of the Canada Grain Act in regard to non-mixing in public terminal elevators of any different grades and in semi-public terminal elevators of the first four grades specified in Schedule One of the Canada Grain Act, 1930, had been complied with, all grain in store in these elevators was weighed over and inspected by officials of the board at the end of the crop year 1932-33. This weighover is performed without charge by the

officers of the board. On applying the provisions of section 138 of the Canada Grain Act, 1930, to the statements of this audit, excessive overages were disclosed at only one elevator. Settlement to the board in the amount of \$158.46 was made to cover this excess.

WHEAT BONUS

During the year 1933 the board continued the wind-up of the distribution of the wheat bonus under "An Act respecting Wheat" (21-22 George V, chapter 60).

The office of the Wheat Bonus Branch was closed at the end of June, 1933, since which date all the work in connection with the wheat bonus has been carried out by the staff of the board's Accountant's Branch in addition to their normal duties.

A detailed statement of the actual bonus distributed is attached as an appendix to this report.

GENERAL

The departmental reports of our various officers are attached for your information.

We wish to record our appreciation of the faithfulness with which members of the staff have carried out their duties during the past year.

Retirements from the service on pension include Mr. George Hill, the Appeal Inspector at Calgary, and Mr. A. A. Bowen, Grain Inspector in charge at Montreal on account of having reached the age limit after thirty-four years' and twenty-four years' service respectively, and Dr. F. J. Birchard, Chief Chemist, on account of ill health, after twenty years' service.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MacGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF SECRETARY

WINNIPEG, MAN., January 3, 1934.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

SIR,—I have the honour to submit the following memoranda summarizing different matters handled in the executive offices of the board during the year 1933:—

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars out of turn
- (e) Licences issued, Crop Year 1932-33.
- (f) Licences issued during past twenty years.
- (g) Grain loading platforms
- (h) Report of Statistician
- (i) Annual weighup, terminal elevators, 1933.

Your obedient servant,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended December 31, 1933, the assistant commissioners investigated in addition to the thirteen complaints outstanding at December 31, 1932, one hundred and forty-four complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees and the operations of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.	21	
Saskatchewan.	32	
Alberta.	91	
	144	

Summary of disposition of country complaints:—

No grounds for complaint	43	
Complaints withdrawn.	24	
Settlement effected between parties.	68	
Outside jurisdiction of board.	7	
Settlement ordered by board.	1	
Defendant prosecuted.	1	
Not yet disposed of.	13	
	157	

MISCELLANEOUS COMPLAINTS

During the year under review no complaints were received in respect to the handling of grain in the Eastern Division or shipments from terminal elevators.

EXPORT SHIPMENTS

In addition to the thirteen complaints (ten specific and three general) under investigation at the date of the board's previous report, thirteen further complaints in respect to the quality and fifteen in respect to the weight of specific export shipments of Canadian grain were received by the board in addition to four complaints of a general nature.

The thirty-eight complaints in respect to specific shipments were thoroughly investigated by the board with the following results:—

Compensation paid by board.	3	
Compensation paid by loading elevator.	1	
Complaints <i>re</i> quality not upheld.	19	
Records of weighing failed to show grain not properly weighed.	13	
Complaints <i>re</i> weights not yet disposed of.	2	
		38

The points raised in the seven complaints of a general nature were discussed as fully as possible by the board with the complainants with a view to removing any misapprehension as to the procedure followed in the handling of Canadian grain.

(b) PROSECUTIONS

The proceedings in the case reported in the board's previous report as not having been dealt with by the courts were dropped. During the year 1933 the board instituted proceedings in the civil courts in two cases of breaches of the provisions of the Canada Grain Act, 1930. In one case the defendant was found guilty and fined, but in the other case the decision has not yet been handed down by the court.

(c) DEFAULTS

During the year 1933 there were two cases of default by licensees of the board.

THE SUCCESS GRAIN COMPANY LIMITED, WINNIPEG

This firm, which was licensed by the Board as Grain Commission Merchants and Track Buyers, went into liquidation on December 1, 1933. Twenty-five claims amounting to seven thousand, three hundred and seventy-five dollars and thirty-four cents (\$7,375.34), on account of grain consigned to this firm for sale on commission and three claims amounting to five hundred and twenty-nine dollars and eighty-nine cents (\$529.89), on account of grain purchased on track by the Success Grain Company Limited, in addition to eight claims on account of grain consigned for sale on commission, the amount of which claims has not yet been determined (approximately three thousand dollars (\$3,000)) have been filed with the board and referred to the Canadian Indemnity Company of Winnipeg for settlement under the terms of the bonds in the amounts of ten thousand dollars (\$10,000) and two thousand five hundred dollars (\$2,500) respectively, executed by that company and filed with the board as security for the Grain Commission Merchants' and Track Buyers' licences issued to the Success Grain Company Limited.

RED DEER GRAIN COMPANY LIMITED, RED DEER, ALTA.

This firm, which was licensed by the Board as Grain Dealers, have failed since December 5, 1933, to make settlement for grain purchased under their licence as grain dealers. Thirty-six claims amounting to eight thousand seven hundred and fifteen dollars (\$8,715) have been filed with the board and will, if approved, be referred to the Canadian Surety Company of Vancouver, B.C., for settlement under the terms of the bonds in the amount of nine thousand dollars (\$9,000) executed by that company and filed with the board as security for the grain dealers' licence issued to the Red Deer Grain Company Limited.

(d) CARS OUT OF TURN

No occasion arose during the year 1933 for the board to order cars out of turn in accordance with section 68 of the Canada Grain Act, 1930.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON 1932-33

During the season which commenced September 1, 1932, and ended August 31, 1933, 192 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Five thousand nine hundred and ninety-four applications for licences were received and 5,949 licences were issued. Twelve of the applications received were for transfer of licences and 33 applications were withdrawn.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	69	5	64	.....
Commission Merchants.....	66	3	63	.....
Grain Dealers.....	24	9	15	.....
Public Terminal Elevators.....	10	1	9	.....
Semi-Public Terminal Elevators.....	39	.....	39	.....
Private Terminal Elevators.....	40	2	38	.....
Eastern Elevators.....	30	1	29	.....
Mill Elevators.....	25	3	22	.....
Country Elevators.....	5,680	7	5,661	12
Private Country Elevators.....	11	2	9	.....
	5,994	33	5,949	12

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the board on the dates shown—

Track Buyer's Licence No. T. 33.—McCallum Hill & Company, Cancelled September 1, 1932.

Commission Merchant's Licence No. C. 9.—W. J. Anderson Elevator Company, Cancelled September 1, 1932.

Commission Merchant's Licence No. C. 24.—E. J. Bawlf & Company, Cancelled October 12, 1932.

Public Terminal Elevator Licence No. 9.—Columbia Grain Elevator Co. Limited, Cancelled December 15, 1932.

Track Buyer's Licence No. T. 42.—Willard Cumming & Company, Cancelled January 25, 1933.

Public Terminal Elevator Licence No. 1.—Canadian Government Elevator, Port Arthur, Ont., Cancelled July 31, 1933.

Semi-Public Terminal Elevator Licence No. 22.—Fraser River Elevator Limited, Cancelled August 15, 1933.

Semi-Public Terminal Elevator Licence No. 32.—Sask. Pool Elevators Limited, Cancelled August 26, 1933.

Licence fees collected amounted to \$32,302; of this amount \$250 was refunded to the applicants owing to applications having been withdrawn.

Surety bonds amounting to \$25,456,091.50 were executed by 11 of the approved surety companies and were deposited with the board as security covering the operation of the licensees; in addition two (2) of the licensees deposited negotiable bonds with a par value of \$12,600 in lieu of furnishing the usual forms of surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS 1913-1914 to 1932-1933

(Licence year commences 1st of September)

Kind	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915	1913- 1914
Public Country Elevators.....	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636	2,552
Private Country Elevators.....	9	12	385	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public Terminal Elevators.....	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13	14
Semi-public Terminal Elevators....	39	32	35	(formerly licensed as Private Elevators)																
Private Terminal Elevators.....	38	37	40	*76	*80	*80	*67	*64	*65	*60	*32	*29	*25	*17	*18	*20	*21	*19	*18	*13
Eastern Elevators.....	29	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†16	†18	†16	†18	†18	†20
Mill Elevators.....	22	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	.....	.....	.....	.....	.....	.....	.....	.....
Elevator Space.....	.....	.....	.....	1	1	1	3	3	2	2	2	.....	.....	.....	.....	7	7	10	7	3
Track Buyers.....	64	57	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140	137
Commission Merchants.....	63	64	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92	91
Grain Dealers.....	15	75	3	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....	.....	.....	.....
Total number issued.....	5,949	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924	2,830

* Licensed as Private Elevators. † Licensed as Public Elevators. ‡ Licensed as Manufacturing Elevators.

(g) GRAIN LOADING PLATFORMS

During the year 1933 three applications in respect to the enlargement of existing grain loading platforms were received by the board. After investigation one application was rejected, one platform was ordered to be raised and the other application held over until the spring of 1934.

On November 1, 1933, there were 2,707 loading platforms in Western Canada at which farmers could load grain without putting such grain through country elevators, into 6,446 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of Platforms	Car Capacity
Manitoba.....	631	1,764
Saskatchewan.....	1,279	3,032
Alberta.....	750	1,558
British Columbia.....	37	71
Ontario.....	10	21
Total as at November 1, 1933.....	2,707	6,446

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report for the crop year 1932-33.

The following statistical tables, compiled from returns received in this branch from the Inspection and Weighing branches of the board, from elevator licensees and from official sources, indicate the quantities of grain handled by the different groups of elevators in the course of marketing and transportation between producer and consumer, and the amounts exported, consumed and remaining as carry-over at the end of the crop year, as compared with the total crop of Canada of the five principal grains.

CROP YEAR 1932-33 (ENDED JULY 31)

—	Carry-over July 31, 1932	Total crop in Canada	Total disposed of during year	Carry-over July 31, 1933
	bush.	bush.	bush.	bush.
Wheat.....	137,733,061	428,514,000	346,818,663	219,428,398
Oats.....	29,849,319	391,561,000	379,365,561	42,044,758
Barley.....	7,196,628	80,773,000	76,631,306	11,338,322
Flaxseed.....	1,321,358	2,446,000	2,587,783	1,179,575
Rye.....	5,765,361	8,938,000	8,696,873	6,006,488

EXPORT SHIPMENTS OF CANADIAN GRAIN

—	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		To U.S.A. mills for grinding	Total
		Canadian	U.S.A.		
	bush.	bush.	bush.	bush.	bush.
Wheat.....	94,521,347	*100,672,978	28,864,688	9,301,942	233,360,955
Oats.....	4,883,130	5,072,430	37,977	.....	9,993,537
Barley.....	1,346,320	3,374,225	.....	.....	4,720,545
Flaxseed.....	71	67,890	.....	717,082	785,043
Rye.....	198	1,322,526	336,460	.....	1,659,184

* Includes 2,736,030 bush. shipped via Port Churchill, Hudson Bay, and 275,835 bush. direct from Fort William-Port Arthur.

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1932

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	42,400,000	36,826,000	20,014,000	240,000	560,000
Saskatchewan.....	202,000,000	107,400,000	23,400,000	1,980,000	5,190,000
Alberta.....	164,000,000	101,500,000	19,700,000	147,000	1,988,000
Total.....	408,400,000	245,726,000	63,114,000	2,367,000	7,738,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	7,168,516	2,134,434	9,302,950
Saskatchewan.....	5,630,681	1,245,228	6,875,909
Alberta.....	7,141,995	1,962,686	9,104,681
Total.....	19,941,192	5,342,348	25,283,540

TOTAL DELIVERIES AT COUNTRY ELEVATORS (UNREVISED FIGURES)

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	30,676,279	3,713,032	5,158,757	118,827	257,528
Saskatchewan.....	182,948,178	12,635,502	4,252,756	1,523,969	2,315,643
Alberta.....	140,319,262	13,888,905	3,478,037	142,277	470,943
Total.....	353,943,719	30,237,439	12,889,550	1,785,073	3,044,114

TOTAL GRAIN INSPECTED, BY PROVINCES OF ORIGIN

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	35,612,870	3,594,725	6,112,800	132,600	257,000
Saskatchewan.....	162,539,500	11,994,450	3,464,000	1,506,750	2,101,600
Alberta.....	125,442,890	11,071,200	2,963,955	75,150	332,090
British Columbia.....	36,930	206,000	3,100	.....	2,730
Total.....	323,632,190	26,866,375	12,543,855	1,714,500	2,693,420

TOTAL NET HANDLINGS AT FORT WILLIAM—PORT ARTHUR

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	193,241,420	12,450,203	7,040,990	1,393,813	2,297,756
Shipments.....	180,639,769	14,367,451	5,539,476	1,661,372	1,919,746

TOTAL NET HANDLINGS AT VANCOUVER—NEW WESTMINSTER

Receipts.....	93,227,433	4,693,165	1,775,347	2,235	211,574
Shipments.....	91,638,576	4,903,641	1,358,025	153	34,315

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	139,278				
Shipments.....	976,775	1,647			

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	1,672,171	1,908			
Shipments.....	2,009,921	25,074			

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,870,018				
Shipments.....	2,736,030				

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

Receipts—					
Calgary.....	1,839,942	12,148	8,145	47	1,060
Edmonton.....	1,098,090	110,227	10,516		
Lethbridge.....	20,505	281			
Moose Jaw.....	2,033,614	7,991		272	
Saskatoon.....	2,610,954	28,696			
Total.....	7,603,105	159,343	18,661	319	1,060
Shipments—					
Calgary.....	1,845,280	21,839	9,178	47	1,110
Edmonton.....	1,159,013	96,308	9,682		
Lethbridge.....	17,590	281			
Moose Jaw.....	2,033,620	12,267	20	1,210	40
Saskatoon.....	1,656,481	69,814	1,507		
Total.....	6,711,984	200,509	20,387	1,257	1,150

TOTAL NET HANDLINGS AT NORTH TRANSCONA, MAN.

Receipts.....	1,276,267	2,140			
Shipments.....	263,924	4,000			

TOTAL PRIMARY RECEIPTS AT PRIVATE TERMINAL AND MILL ELEVATORS

Receipts.....	32,960,378	9,151,290	4,347,258	320,643	112,886
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TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	455,559	.....	36,257	549	.....
Shipments.....	382,478	.....	36,257	.....	.....

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	210,519,684	15,881,461	7,324,821	1,077,935	2,064,900
Shipments.....	194,148,319	15,577,187	6,842,720	1,023,005	2,698,069

TOTAL HANDLINGS OF UNITED STATES GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	1,849,237	5,940,714	246,502	20,096,432	.....
Shipments.....	13,101,455	5,444,140	247,752	13,947,189	158,858

TOTAL HANDLINGS OF OTHER FOREIGN GRAIN AT EASTERN ELEVATORS

South African corn.....	Receipts, 4,162,415 bush.	Shipments, 4,250,028 bush.
Argentine corn.....	“ 394,950 “	“ 352,261 “
Argentine flaxseed.....	“ 127,993 “	

ACTUAL IMPORTS OF OTHER FOREIGN GRAIN UNLOADED BY EASTERN ELEVATORS

South African corn.....	3,383,191 bush.	Argentine corn....	256,614 bush.
Argentine flax.....	127,993 “		

IMPORTS OF FOREIGN GRAIN UNLOADED BY CANADIAN PACIFIC SEABOARD PORTS ELEVATORS

United States wheat.....	50,926 bush.	South African corn.....	546,645 bush.
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TOTAL EXPORTS OF CANADIAN GRAIN AND WHEAT-FLOUR, 12 MONTHS ENDED 31st JULY, 1933, AS PUBLISHED BY THE DOMINION BUREAU OF STATISTICS, EXTERNAL TRADE BRANCH, COMPILED FROM CUSTOMS' RETURNS

—	Via Atlantic Seaboard and Inland Ports of exit	Via Pacific Seaboard	Total
	bush.	bush.	bush.
Wheat.....	*143,652,259	96,484,309	240,136,568
Wheat-flour.....	bbls. †4,100,600	bbls. 1,270,013	bbls. 5,370,613
Total—as wheat.....	bush. 162,104,959	bush. 102,199,367	bush. 264,304,326
Oats.....	6,253,234	4,822,563	11,075,797
Barley.....	4,093,301	1,298,098	5,391,399
Rye.....	2,866,158	200	2,866,358
Flaxseed.....	794,391	.....	794,391
Total.....	176,112,043	108,320,228	284,432,271

* Includes 2,735,939 bush. wheat shipped via Port Churchill, Hudson Bay.
† Includes 4,926 barrels of wheat-flour shipped via Port Churchill, Hudson Bay.

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-PORT ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP YEAR, TOGETHER WITH THE AMOUNTS RETURNED LATER FROM UNITED STATES LAKE PORTS FOR EXPORT VIA ST. LAWRENCE PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to all ports.....	*180,756,913	13,172,612	5,490,772	1,921,794
To Canadian Ports.....	127,589,277	13,141,170	5,361,714	1,200,108
To U.S.A. ports.....	52,891,801	31,442	129,058	521,686
Amounts returned to Canadian ports.....	14,687,551	.....	†175,431	.....
Net shipments to U.S.A. ports.....	38,204,250	31,442	.....	521,686
New total Canadian ports.....	142,276,828	13,141,170	5,537,145	1,200,108

* Includes 275,835 bush. wheat loaded for direct shipment to Europe.

† Includes 46,373 bush. held in store in U.S.A. from previous crop year.

STATISTICAL REVIEW

Due largely to the continued hearty co-operation of shippers, grain and vessel brokers and elevator licensees the compilation of statements showing the destinations at which export clearances of grain shipped from Canadian sea-board ports were actually unloaded has been made possible and copies of the statements are enclosed. Unfortunately, the policy of economy instituted by the United States Government resulted in the discontinuance of the compilation of similar data covering shipments of wheat and wheat-flour via U.S.A. Atlantic ports after June, 1933. The totals for 11 months only of the crop year are, therefore, available. Summaries of the handlings of grain by Eastern elevators and the disposition of same are also enclosed.

Copies of statements showing the handling, by elevators in Canada, of United States grain and the disposition thereof, including actual destinations of export shipments overseas, were compiled monthly for the United States Government and the final summary statements were also forwarded to Washington.

Due to the inadequacy of the flaxseed and rye crops of the United States, good quantities were imported, part of which were unloaded at Montreal and transhipped to canal-size steamers for transit to U.S.A. lake ports. This movement commenced immediately previous to the end of the crop year—one cargo of Argentine flaxseed being included in the year's figures—and continued during October and November, 1933, comprising two cargoes—585,583 bushels—of Canadian rye and one small cargo—78,629 bushels—Hungarian rye from Rotterdam; one cargo—285,378 bushels—of Polish rye from Danzig; 2 cargoes—636,606 bushels—of Roumanian rye from Braila and Sulina; and a cargo of flaxseed from Bombay, India.

PORT CHURCHILL

A total of 10 steamers were loaded in August, September and October, 1932, with 2,736,030 bushels wheat. Unfortunately, one steamer, the *Bright Fan*, met with disaster and was lost. Of the others 7 carried 1,892,025 bushels wheat to British ports at a weighted average freight rate of $3/4\frac{1}{2}$ per quarter (8 bushels). The other two discharged their cargoes in France and Italy. On the basis of 50-cent wheat the insurance rate worked out to an average of .656 of a cent per bushel to British ports on all cargoes loaded; 1,355,700 bushels being loaded during the $1\frac{1}{4}$ per cent period; 265,658 bushels during the $1\frac{1}{4}$ per cent plus 10 per cent surcharge period and 270,667 bushels during the $1\frac{1}{4}$ per cent plus 25 per cent surcharge period. Freight rates from Montreal at the time were from $1/9$ to $2/3$ per quarter for full cargoes and on shipments from Fort

William-Port Arthur to Montreal 5 cents per bushel. The comparable freight rate basis would thus be $9\frac{1}{2}$ cents via Churchill and 10 cents to $10\frac{3}{4}$ cents via Montreal.

Shipments during the present crop year (1933-34) were made under a decided handicap, freight rates favouring shipments via Montreal owing to the abnormally low rates on the lakes. The comparable basis was $8\frac{1}{4}$ cents per bushel from Churchill to British ports plus marine insurance of 1 per cent and 6 cents to 7 cents per bushel via Montreal to British ports from Fort William-Port Arthur plus marine insurance of $\frac{1}{4}$ per cent.

TRANSPORTATION

Following the formation of the Associated Lake Freighters Ltd. in July of last year, lake freight rates were more stable and rose from 5 cents per bushel in late August and early September for shipments to Montreal by $\frac{1}{2}$ -cent stages, semi-monthly, until 7 cents was quoted. The board then intervened, under the authority of the Inland Water Freight Rates Act, and established a maximum rate of $6\frac{1}{2}$ cents. This rate continued in effect until shortly after the reopening of navigation this year, when it became apparent that, owing to the small volume of grain to be carried, vessel tonnage available far exceeded requirements. Rates fell and eagerness to obtain the business eventually broke up the Associated Lake Freighters, Ltd., with the result rates fell steadily to lower levels than ever previously known— $2\frac{1}{2}$ cents per bushel for shipments to Montreal.

Ocean freight rates from St. Lawrence ports were quite firm during October and early November, but weakened towards the close of navigation. On the resumption of navigation rates were unusually low, particularly for full cargoes, there being an abundance of tramp tonnage available. The fact that but small parcels were required at a time owing to import restrictions in Europe, strengthened the market for liner space somewhat, but a large proportion of shipments prior to the end of the crop year were made on the basis of 1/6 per quarter for berth space to British ports to as low as $1/1\frac{1}{2}$ for full cargo space.

From Vancouver rates were firm during the period from September to the end of the year, ranging between $21/6$ and $23/$ per ton to United Kingdom-Continent. Towards the end of January rates weakened, falling to $18/6$ - $19/$ by the end of February, where they held until the end of April. Lack of shipments caused further declines in May to a rate of $12/6$ by the middle of June. No improvement took place until early in September when an advance to $19/$ by the end of the month occurred. With small fluctuations at times this rate held fairly steady for the balance of the year, though business was slow until November.

OFFICIAL WEIGH-UP OF GRAIN STOCKS IN ELEVATORS

Following the annual weighing of stocks of grain in store in public and semi-public terminal elevators in the Western Division, detailed statements of overages and shortages were prepared. In addition, special statements showing the results of calculations of excess and deficiency were compiled in the manner prescribed in section 138 of the Canada Grain Act. As the result of these calculations a small excess due to the Crown from the Saskatchewan Pool Terminal elevator No. 8 at Fort William was duly reported to the board for demand of payment to be made.

Summaries of the results of the weigh-up at the different elevators are attached.

GENERAL

In accordance with section 102, Canada Grain Act, 1930, managers of public and semi-public elevators arranged for the filing of certified copies of insurance policies covering grain in store in their elevators. These were carefully scrutinized to see they fully complied with requirements and values of grain in store were worked out periodically in order to ascertain if sufficient insurance was carried.

As required by the Inland Water Freight Rates Act, shippers filed copies of charter confirmations covering lake shipments of grain from Fort William-Port Arthur. After checking against actual shipments these were used as the basis from which to work out weighted averages, monthly, of rates paid for shipments via the different routes.

Records of prices of grain and the averages of daily quotations at Winnipeg and Vancouver markets have been posted in the permanent records; and publications containing the prices of grain at certain principal markets have been obtained and filed in accordance with section 21 of the Canada Grain Act, 1930.

The staff of the branch was reduced by three temporary clerks on April 1, 1933, but as no new work was required or exhaustive analyses involving research work, with a rearrangement of duties, the smaller staff were able to perform all current work to the end of the crop year.

Yours faithfully,

E. A. URSELL,
Statistician.

FORT WILLIAM, ONT., December 13, 1933.

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN ST-LAWRENCE-ATLANTIC SEABOARD PORTS, CROP YEAR 1932-33 (ENDED 31st JULY)

Month	Wheat	Oats	Barley	Flax-seed	Rye	Buck-wheat
	bush.	bush.	bush.	bush.	bush.	bush.
August—1932.....	9,023,369	676,359	1,250,613	.....	606,321	.....
September.....	14,142,266	1,077,068	416,202	.....	273,147	.....
October.....	14,087,973	1,857,715	734,033	.....	198,385	55,000
November.....	16,424,722	989,674	558,029	27,921	124,276	69,983
December.....	4,949,946	1,182	16,667	.....	.....	27,500
January—1933.....	2,214,612	77,007	4,167	.....	17,143	76,651
February.....	1,810,500	.....	16,667	.....	43,314	39,173
March.....	1,838,048	2,000	38,278	.....	17,083	41,459
April.....	5,336,324	41,410	22,854	.....	17,143	.....
May.....	11,691,214	157,874	33,333	39,969	8,571	.....
June.....	10,462,846	94,110	256,674	.....	.....	6,208
July.....	5,679,293	98,031	26,708	.....	17,143	14,873
Total.....	97,661,113	5,072,430	3,374,225	67,890	1,322,526	330,847

SUMMARY BY PORTS OF SHIPMENT

	Wheat	Oats	Barley	Flax-seed	Rye	Buck-wheat
Montreal.....	65,830,107	4,995,423	3,275,592	67,890	1,244,986	127,085
Sorel.....	17,169,415	.....	.....	.....	.....	18,979
Quebec.....	6,130,798	.....	.....	.....	.....	.....
Halifax.....	1,655,905	.....	.....	.....	.....	.....
Saint John.....	1,275,051	.....	.....	.....	.....	111,892
West Saint John.....	5,599,837	77,007	98,633	.....	77,540	72,891
Total.....	97,661,113	5,072,430	3,374,225	67,890	1,322,526	330,847

SUMMARY BY COUNTRIES OF DESTINATION

Month	Wheat	Oats	Barley	Flax-seed	Rye	Oats, groats
	bush.	bush.	bush.	bush.	bush.	pounds
Great Britain and Northern Ireland.....	44,325,236	3,132,957	3,005,055	39,969	137,340	2,333
Irish Free State.....	1,807,430		152,500			
Europe—						
Belgium.....	13,054,790	842,148	52,500		83,266	56,201
Denmark.....	1,364,772				276,400	
Finland.....	22,400					
France.....	5,335,029	33,118			8,571	17,200
Germany.....	6,688,068				8,571	
Greece.....	800,314					
Holland.....	17,758,304	983,321	164,170	27,921	786,949	255,113
Italy.....	2,971,974	31,824			4,286	
Norway.....	2,246,913					
Sweden.....	1,198,874				17,143	
Newfoundland.....		46,839				
British West Indies—						
Bermuda.....		282				
West Indies.....	5,877	1,941				
South Africa.....	81,132					
Total.....	97,661,113	5,072,430	3,374,225	67,890	1,322,526	330,847

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN PACIFIC SEABOARD PORTS, CROP YEAR 1932-33 (ENDED JULY 31)

August—1932.....	3,934,381	136,196	36,042			112,000
September.....	5,432,261	289,242	64,042			224,000
October.....	12,727,702	179,495	68,388			
November.....	12,620,271	488,729	71,250		198	560,000
December.....	12,395,274	719,259	265,066			
January—1933.....	10,908,691	304,173	144,197	71		448,000
February.....	9,127,337	570,432	94,683			1,176,000
March.....	9,316,625	446,033	317,986			1,844,430
April.....	5,563,030	233,165	52,166			
May.....	5,654,165	855,389	143,583			1,176,000
June.....	4,633,391	432,837	20,000			1,138,540
July.....	2,208,219	228,180	68,917			
Total.....	94,521,347	4,883,130	1,346,320	71	198	6,678,970

SUMMARY BY PORTS OF SHIPMENT

Vancouver-New Westminster...	91,547,009	4,863,742	1,346,320	71	198	6,678,970
Prince Rupert.....	976,480					
Victoria.....	1,997,858	19,388				
Total.....	94,521,347	4,883,130	1,346,320	71	198	6,678,970

SUMMARY BY COUNTIES OF DESTINATION

Month	Wheat	Oats	Barley	Flaxseed	Rye	Oats, groats
	bush.	bush.	bush.	bush.	bush.	pounds
Great Britain and Northern Ireland.....	57,971,229	3,554,109	1,336,062	.....	.....	6,566,970
Irish Free State.....	33,000	.....	.....	.....	.....	.....
Europe—						
Belgium.....	7,350,642	612,763	.....	.....	.....	.....
Denmark.....	808,227	.....	.....	.....	.....	.....
France.....	3,789,959	29,647	.....	.....	.....	.....
Germany.....	4,511,980	.....	.....	.....	.....	.....
Greece.....	865,873	.....	.....	.....	.....	.....
Holland.....	4,730,885	493,212	.....	.....	.....	.....
Italy.....	763,578	54,589	.....	.....	.....	.....
Malta.....	44,800	.....	.....	.....	.....	.....
Norway.....	683,200	.....	.....	.....	.....	.....
Sweden.....	323,550	.....	.....	.....	.....	.....
Asia—						
China.....	7,483,746	33,607	10,258	71	.....	112,000
Japan.....	4,161,986	.....	.....	.....	.....	.....
Manila.....	334	11,530	.....	.....	.....	.....
New Zealand.....	173,833	.....	.....	.....	.....	.....
South Africa.....	8,400	.....	.....	.....	.....	.....
West Indies.....	100	93,673	.....	.....	.....	.....
Central America—						
Guatemala.....	250	.....	.....	.....	.....	.....
South America—						
Bolivia.....	75,577	.....	.....	.....	198	.....
Chile.....	68,436	.....	.....	.....	.....	.....
Colombia.....	210,794	.....	.....	.....	.....	.....
Peru.....	460,968	.....	.....	.....	.....	.....
Total.....	94,521,347	4,883,130	1,346,320	71	198	6,678,970

EXPORT CLEARANCES OF CANADIAN GRAIN FROM PORT CHURCHILL, CROP YEAR 1932-33 (ENDED JULY 31)

Month	Wheat
	bush.
August—1932.....	823,713
September.....	1,375,992
October.....	536,325
November to July.....	.....
Total.....	2,736,030

SUMMARY BY COUNTRIES OF DESTINATION

United Kingdom.....	1,892,025
France.....	280,013
Italy.....	311,000
Lost in wreck.....	252,992
Total.....	2,736,030

EXPORT CLEARANCES OF CANADIAN GRAIN FROM FORT WILLIAM-PORT ARTHUR,
CROP YEAR 1932-33

Month	Wheat
	bush.
October—1932.....	53,193
November.....	51,865
June—1933.....	114,000
July.....	56,777
Total.....	275,835

DESTINATION

Great Britain.....	275,835
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EXPORT CLEARANCES OF CANADIAN GRAIN VIA UNITED STATES ATLANTIC
SEABOARD PORTS—11 MONTHS ENDING JUNE 30, 1933

Month	Wheat	Oats	Rye	Buckwheat
	bush.	bush.	bush.	bush.
1932—August.....	1,624,623		51,426	
September.....	1,547,675	1,200		
October.....	2,009,293	12,967		
November.....	2,482,757	22,010		80,142
December.....	2,607,415	1,800		126,372
1933—January.....	5,580,276		4,285	124,331
February.....	4,100,483			61,873
March.....	2,718,253			171,192
April.....	1,231,077			10,622
May.....	895,991		280,749	6,284
June.....	2,875,845			19,857
Total.....	27,673,688	37,977	336,460	600,673

WHEAT SHIPMENTS—BY COUNTRIES OF DESTINATION

Country	Bushels	Country	Bushels
Great Britain.....	1,562,496	Morocco.....	40
Irish Free State.....	433,195	Mozambique.....	16,779
Austria.....	1,866	British South Africa.....	41,783
Belgium.....	7,864,846	Brazil.....	168,957
Denmark.....	418,109	Chili.....	240
Finland.....	191,626	Colombia.....	110,780
France.....	4,267,044	Cuba.....	6
Germany.....	2,748,388	Dominican Republic.....	2,500
Gibraltar.....	282,203	French West Indies.....	18
Greece.....	1,817,745	Mexico.....	5,511
Holland.....	2,394,847	Panama.....	2,250
Italy.....	3,882,148		
Lithuania.....	12,000	Total overseas.....	27,653,248
Malta.....	284,739		
Norway.....	453,235	Returned to Canada.....	20,440
Spain.....	21,000		
Sweden.....	318,386	Total wheat.....	27,673,688
Algeria and Tunisia.....	331,845		
Egypt.....	18,666		

DISTRIBUTION OF EXPORT CLEARANCES OF CANADIAN WHEAT, CROP YEAR
1932-33 (ENDED JULY 31), WHERE UNLOADED—BY COUNTRIES

	Via Canadian Pacific Seaboard Ports	†Via Canadian St. Lawrence- Atlantic Seaboard Ports	*Via U.S.A. Atlantic Seaboard Ports	Total
	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	57,971,229	46,493,096	1,562,496	106,026,821
Irish Free State.....	33,000	1,807,430	433,195	2,273,625
Austria.....			1,866	1,866
Belgium.....	7,350,642	13,054,790	7,864,846	28,270,278
Denmark.....	808,227	1,364,772	418,109	2,591,108
Finland.....		22,400	191,626	214,026
France.....	3,789,959	5,615,042	4,267,044	13,672,045
Germany.....	4,511,980	6,688,068	2,748,388	13,948,436
Gibraltar.....			282,203	282,203
Greece.....	865,873	800,314	1,817,745	3,483,932
Holland.....	4,730,885	17,758,304	2,394,847	24,884,036
Italy.....	763,578	3,282,974	3,882,148	7,928,700
Lithuania.....			12,000	12,000
Malta.....	44,800		284,739	329,539
Norway.....	683,200	2,246,913	453,235	3,383,348
Spain.....			21,000	21,000
Sweden.....	323,550	1,198,874	318,386	1,840,810
China.....	7,483,746			7,483,746
Japan.....	4,161,986			4,161,986
Manilla.....	334			334
Algeria and Tunisia.....			331,845	331,845
Egypt.....			18,666	18,666
Morocco.....			40	40
Mozambique.....			16,779	16,779
West Indies.....	100	5,877		5,977
French West Indies.....			18	18
Dominican Republic.....			2,500	2,500
New Zealand.....	173,833			173,833
South Africa.....	8,400	81,132	41,783	131,315
Mexico.....			5,511	5,511
Panama.....			2,250	2,250
Guatemala.....	250			250
Bolivia.....	75,577			75,577
Brazil.....			168,957	168,957
Chili.....	68,436		240	68,676
Colombia.....	210,794		110,780	321,574
Cuba.....			6	6
Peru.....	460,968			460,968
Lost in wreck.....		252,992		252,992
Total.....	94,521,347	100,672,978	27,653,248	†222,847,573

†Via Canadian St. Lawrence-Atlantic Seaboard Ports includes 1,892,025 bushels to Great Britain, 280,013 bushels to France, 311,000 bushels to Italy and 252,992 bushels lost in wreck, all shipped from, Churchill, and 275,835 bushels to Great Britain shipped from Fort William-Port Arthur.

*U.S.A. Atlantic Ports figures available for 11 months only (to June, 1933.)

†Includes figures for 12 months from Canadian ports and 11 months only via U.S. Atlantic Ports.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS,
CROP YEAR 1932-33 (ENDED JULY 31)

	Wheat	Oats	Barley	Flax- seed	Rye	Corn	Buck- wheat
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Exports—</i>							
From Montreal.....	65,830,107	4,995,424	3,275,592	67,890	1,244,986		127,085
Sorel.....	17,169,415						18,979
Quebec.....	6,130,798						
Halifax.....	1,655,904						
Saint John.....	1,275,052						111,892
West Saint John.....	5,599,837	77,006	98,633		77,540		72,891
Total.....	97,661,113	5,072,430	3,374,225	67,890	1,322,526		330,847

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS,
CROP YEAR 1932-33 (ENDED JULY 31)—*Concluded*

	Wheat	Oats	Barley	Flax- seed	Rye	Corn	Buck- wheat
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Shipped to U.S.A. Atlantic Sea- board by Rail (For Export)—</i>							
From Depot Harbour.....	524,114						
Goderich.....	28,220						
Midland.....	219,400						
Owen Sound.....	8,000						
Total.....	779,734						
<i>Shipped to Canadian Domestic Points—</i>							
From Georgian Bay ports...	1,944,051	879,648	117,242	11,588	18,125		
Lower Lake Ports.....	1,173,492	1,107,609	105,703		50,078	46,598	94
St. Lawrence ports....	1,038,247	2,255,138	586,232	12,328	167,037		2,651
Atlantic Seaboard ports.....	31,162	122,260	10,958				
Total.....	4,186,952	4,364,655	820,135	23,916	235,240	46,598	2,745
<i>Shipped to Canadian Mills—</i>							
From Georgian Bay ports...	7,791,628	2,729,322	148,641	216,292	31,606		
Lower Lake ports.....	9,096,194	400,889	739,761	63,423	105,044	11,109	
St. Lawrence ports....	3,328,537	65,861	5,258	580,921			
Atlantic Seaboard ports.....							
Total.....	20,216,359	3,196,072	893,660	860,636	136,650	11,109	
Grand Total exported or moved into consumptive channels.	122,844,158	12,633,157	5,088,020	952,442	1,694,416	57,707	333,592

Georgian Bay elevators include Goderich and Sarnia; Lower Lake elevators comprise Port Colborne, Toronto, Kingston and Prescott; St. Lawrence elevators comprise Montreal, Sorel and Quebec.

SUMMARY OF DISTRIBUTION OF UNITED STATES GRAIN—CROP YEAR 1932-33
(ENDED JULY 31)

	U.S. Wheat	U.S. Oats	U.S. Barley	U.S. Rye	U.S. Corn	U.S. Beans
	bush.	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>						
From Montreal.....	1,445,763	415,089	199,291	60,816	2,099,362	198,317
Sorel.....	145,455					
Quebec.....	534,009					
Halifax.....	24,212					
St. John.....	164,739					
West St. John.....	329,854					
Total.....	2,644,032	415,089	199,291	60,816	2,099,362	198,317
<i>Shipments to U.S.A. Domestic Points—</i>						
From Georgian Bay ports.....	9,250,267	4,950,051	27,001		7,880,342	
St. Lawrence ports.....			21,460	98,042	280,093	
Total.....	9,250,267	4,950,051	48,461	98,042	8,160,435	
<i>Shipments to Canadian Mills and Domestic Points—</i>						
From Georgian Bay ports.....					262,768	
Lower Lake ports.....					1,231,492	
St. Lawrence ports.....	115				157,853	
Total.....	115				1,652,113	
Grand total exported or moved into consumptive channels.....	11,894,414	5,365,140	247,752	158,858	11,911,910	198,317

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY 31, 1933

SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Grand Trunk Pacific Elevator Company Limited, Fort William.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Canadian Government Elevator, Port Arthur....		988-00	724-11		79,929-04		1,326-05		1,616-49		3,297-06		22,110	
Canadian Government Elevator, Calgary.....	2,567-20	197-00		57-12	6,192-32			2-37	1,091-16		292-53		54,030	
Canadian Government Elevator, Edmonton.....			139-14		78-18									
Canadian Government Elevator, Lethbridge.....		3,258-50	687-02		10									100
Canadian Government Elevator, Moose Jaw.....	2,519-40			146-26						15-11				
Canadian Government Elevator, Saskatoon.....		15,055-40	431-26		55-10		41-32							
Pacific Terminal Elevator Company Limited, Vancouver.....	992-20		450-00											
Totals.....	6,079-20	19,532-50	2,432-19	204-04	86,256-06		1,367-37	2-37		2,723-20	3,590-03		76,140	100
Net Total—Surplus..... or Deficit.....			2,228-15		86,256-06		1,365-00						76,040	
	13,453-30								2,723-20		3,590-03			

ANNUAL WEIGH-UP, JULY 31, 1933—Con.

SUMMARY of results of calculations of EXCESS OR DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1933, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-FORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co., Ltd.....	213-40					4,658-40	3,935-30	793-30
Canadian Consolidated Grain Co., Ltd.—								
“Empire” elevator.....		5,460-30			3,402-00		3,835-40	532-10
“Thunder Bay” elevator.....	1,036-20		1,369-20			7,628-00		112-50
“Number 3” elevator.....	-50	1,262-40					397-40	1,072-20
Eastern Terminal Elevator Co., Ltd.....	210-00	4,951-10					11,761-20	2,260-10
Federal Grain Ltd.—								
“Consolidated” elevator.....					1,184-00	6-30	2,708-00	36-10
“Northwestern” elevator.....					6,273-00	8,525-10	7,687-00	2,103-20
“Stewart” elevator.....		1,591-10			2,416-50		4,474-10	127-50
Fort William Elevator Co., Ltd.....	1,085-30			1,016-50		619-00	1,806-50	201-00
Manitoba Wheat Pool “Terminal No. 1”.....					213 00-	2,468-00	4,020-50	
Northland Elevator Co., Ltd. “D”.....					2,071-10	9,886-00	3,283-30	481-40
Ogilvie Flour Mills Co., Ltd.....					1,062-00	8,124-30	7,102-40	1,345-50
N. M. Paterson & Co., Ltd.....		9,345-10			3,071-40		14,188-10	1,267-20
Phoenix Elevator Co., Ltd.....					65-30	2,379-20	3,496-50	166-30
Reliance Grain Co., Ltd.....	1,923-40					2,188-20	15,275-00	65-30
Saskatchewan Pool Terminals Ltd.—								
“Terminal No. 4”.....					2,754-20	8,389-00	16,379 10	3,372-50
“Terminal No. 5”.....					623-40	6,206-10	6,566-50	210-40
“Terminal No. 6”.....					191-30	33,460-50	8,776-20	5,962-50
“Terminal No. 7”.....					1,390-20	8,472-10	22,990-30	3,260-40
“Terminal No. 8”.....	1,018-00	2,237-50					2,829-10	390-20
Searle Terminal Ltd.....					946-20	29,838-00	21,120-50	5,157-40
Superior Elevator Co., Ltd.....	1,789-40					1,966-50	10,930-50	47-50
Union Terminal Ltd.....					512-20	9,014-40	6,745-50	210-00
United Grain Growers Terminals Ltd.....	1,242-40			3,310-10		76-30	5,857-20	
Western Grain Co., Ltd.....	542-40			19-00		28,995-30	9,622-20	

In the case of Saskatchewan Pool Terminal No. 8 demand was made by the Board for payment of the value of 1,018-00 bushels 1 Manitoba Hard and 2,237-50 bushels One Manitoba Northern Wheat after providing for the value of the deficiency of 2,829-10 bushels Two Manitoba Northern and 390-20 bushels Three Manitoba Northern Wheat. In all cases the deficiency exceeded any excess revealed, so there was no excess due to the Crown.

ANNUAL WEIGH-UP, JULY 31, 1933—Concluded

SUMMARY of results of calculations of EXCESS OR DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1933 of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, VANCOUVER, PRINCE RUPERT, VICTORIA, B.C., and CHURCHILL, NORTH TRANSCONA, MAN., and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
<i>Vancouver-New Westminster—</i> Alberta Wheat Pool "Number 1" ele- vator.....	bush. 4,902-20	bush.	bush.	bush.	bush.	bush. 11,308-30	bush. 21,258-00	bush. 7,003-30
Alberta Wheat Pool "Number 2" ele- vator.....	.....	.....	247-50	.....	785-30	1,215-10	.....	4,016-50
Columbia Grain Elevator Ltd.....	242-00	3,019-00	.....	.....	.....	.....	4,911-00	26,364-20
Fraser River Elevator Ltd.....	.....	.....	.....	.....	72-50	237-50	773-10	288-40
Midland-Pacific Terminal Ltd.....	266-30	.....	.....	.....	.....	3,095-10	20,521-40	10,211-10
United Grain Growers Terminals Ltd..	.....	.....	.....	.....	680-00	211-20	727-00	547-00
Vancouver Terminal Co., Ltd.....	.....	.....	.....	.....	2,887-00	124-50	34,914-50	17,776-20
<i>Prince Rupert—</i> Alberta Wheat Pool "Number 3" ele- vator.....	.....	.....	.....	.....	5-00	535-20	1,892-50	288-30
<i>Victoria—</i> Alberta Wheat Pool "Number 4" ele- vator.....	.....	.....	.....	.....	.....	1,506-30	2,692-40	275-40
<i>Churchill, Man.—</i> Canadian Government elevator.....	.....	.....	.....	.....	60-30	2,764-20	7,254-50	659-20
<i>North Transcona, Man.—</i> Eastern Terminal Elevator Co., Ltd.....	.....	.....	.....	15-50	233-30	1,691-10	760-20	.....

Fort William, Ontario.

E. A. URSELL,
Statistician.

APPENDIX No. 2

COMMITTEES ON GRAIN STANDARDS

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 George Hill, Chairman, Grain Appeal Tribunal, Calgary.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 T. R. Aitken, Acting Chemist in charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing the millers.
 George Bennett, }
 W. H. Fairfield, } representing Grain Growers in Alberta.
 C. C. Gillies, }
 W. McLeod, }
 J. D. Read, }
 Dean A. M. Shaw, }
 J. Wellbelove, } representing Grain Growers in Saskatchewan.
 A. E. Wilson, }
 Geo. E. Canfield, }
 Dr. G. P. McRostie, }
 P. V. Wright, } representing Grain Growers in Manitoba.
 D. A. Kane, }
 K. Campbell, representing Grain Growers in British Columbia.
 C. J. Drake, Secretary.

COMMITTEE ON EASTERN GRAIN STANDARDS

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing the Montreal Board of Trade.
 E. D. Sullivan, representing the Toronto Board of Trade.
 T. A. Climo, representing the exporters of grain.
 C. H. G. Short, } representing millers of wheat in the Eastern
 J. J. Page, } Division.
 H. A. Gilroy, }
 W. A. Amos, } representing Grain Growers in Ontario.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 J. M. Vittie, additional.
 G. E. McConney, additional.
 F. D. Tolchard, Secretary, Toronto.
 H. C. Beatty, Secretary, Montreal.

APPENDIX No. 3

GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman).	Vacant, (Chairman).	C. R. Manahan (Chair-
Grant Hammond.	C. Floyd.	man).
J. McMahon.	F. T. Allison.	J. W. Allen.
A. F. Moore.	J. A. Harris.	W. H. Boyle.
J. Murray.	W. McLeod.	A. Fraser.
S. C. Swanton.	E. J. Munson.	C. C. Gillies.
C. J. Wells.	A. Pierson.	J. A. Kyle.
P. V. Wright.	C. W. Roenish.	L. T. Ingram.
C. J. Drake (Secretary).	F. W. Mackenzie	R. H. Settle.
	(Secretary).	F. J. Wolfe.
		John Blue (Secretary).
<i>Toronto</i>		<i>Montreal</i>
C. B. Watts (Chairman).		C. B. Esdaile (Chairman).
C. W. Band.		B. J. Bolan.
R. I. Braiden.		A. Chaplin.
N. H. Campbell.		T. B. Earle.
D. O. Ellis.		R. Hume.
C. W. Heimbecker.		H. C. Beatty (Secretary).
L. S. Johnston.		
W. H. McCarthy.		
G. E. McConney.		
E. D. Sullivan.		
F. D. Tolchard (Secretary).		

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1933

	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	406	55	1	350
Calgary.....	685	124	21	540
Edmonton.....	534	70	1	463
Toronto.....				
Montreal.....				

APPENDIX No. 4
REPORT OF REGISTRAR

WINNIPEG, MAN., December 6, 1933.

The Secretary,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

DEAR SIR,—I herewith submit a statement showing the work of the Registration Department for the crop year ended August 31, 1933:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg*—</i>		
Wheat.....	162,887,362·0	183,902,838·20
Oats.....	11,954,291·33	13,388,639·0
Barley.....	6,587,838·16	4,851,593·24
Flax.....	1,197,908·0	1,708,051·38
Mixed grain.....	89,082·10	32,335·30
Rye.....	2,133,237·04	3,109,981·0
Corn.....	25,936·54	70,818·12
Barley malt.....	631,091·08	631,091·08
Oat groats.....	52,390·30	52,390·30
Buckwheat.....	868·06	868·06
<i>Vancouver—</i>		
Wheat.....	93,033,462·20	92,658,766·0
Oats.....	4,535,271·16	4,332,109·08
Barley.....	1,766,679·09	1,345,553·37
Flax.....	1,157·48	1,011·24
Mixed grain.....	21,516·40	8,952·10
Rye.....	132,339·10	23,987·32
Corn.....	123,776·54	128,440·30
Oat groats.....	122,516·32	122,822·28
<i>Fort William*</i>		
Wheat.....	41,005,257·0	118,118·0
Oats.....	1,889,875·16	2,430·20
Barley.....	1,427,317·06	29,129·43
Flax.....	247,375·23	41,676·03
Mixed grain.....	21,577·0	8,761·10
Rye.....	1,239,898·22	17,872·54
Corn.....	59,387·38	.....
<i>Calgary—</i>		
Wheat.....	1,766,590·20	1,840,091·30
Oats.....	111,465·10	14,317·12
Barley.....	6,506·22	9,160·10
Flax.....	46·44	46·44
Mixed grain.....	5,509·20	5,798·20
Rye.....	.....	45·50
<i>Edmonton—</i>		
Wheat.....	1,048,866·20	1,129,515·40
Oats.....	125,325·06	80,950·0
Barley.....	10,515·30	8,558·36
Mixed grain.....	.....	4,421·0
<i>Lethbridge—</i>		
Wheat.....	31,396·20	7,311·20
Oats.....	281·06	.....
<i>Moose Jaw—</i>		
Wheat.....	2,033,615·30	2,033,620·0
Oats.....	5,575·0	7,991·06
Flax.....	271·44	291·54

	Bushels Registered	Bushels Registered for Cancellation
<i>Saskatoon—</i>		
Wheat.....	2,627,504.50	2,357,173.30
Oats.....	32,367.32	23,768.08
Barley.....	2,645.10	2,807.44
<i>Total—All points—</i>		
Wheat.....	304,434,054.40	284,047,434.20
Oats.....	18,654,453.17	17,850,205.20
Barley.....	9,801,501.45	6,246,804.02
Flax.....	1,446,759.47	1,751,077.51
Mixed grain.....	137,685.20	60,268.20
Rye.....	3,505,474.36	3,151,887.24
Corn.....	209,101.34	199,258.42
Barley malt.....	631,091.08	631,091.08
Oat groats.....	174,907.06	175,212.18
Buckwheat.....	868.06	868.06

* The discrepancy between bushels registered and bushels registered for cancellation is chiefly explained by the fact that registrations at the Head of the Lakes are frequently registered for cancellation through the Winnipeg office.

Yours respectfully,

W. T. TODD,
Registrar.

APPENDIX No. 5

REPORT OF CHIEF INSPECTOR

WINNIPEG, MAN., November 1, 1933.

The Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith my annual report for the crop year August 1, 1932, to July 31, 1933.

The crop of the year 1932 in the Western Division was considerably below the average production; 239,411 cars were inspected. This was slightly higher than the previous crop, when 212,557 cars were inspected, but a small crop when compared with the crops of 1926, 1927, and 1928, when 305,903, 353,253 and 413,508 cars respectively were inspected.

Weather conditions during the summer of 1932 were very similar to those of 1931. Heat and drought over large areas in the central and southern portions of the three Prairie Provinces, with Grasshoppers in southern Manitoba, and to some extent in southeastern Saskatchewan, materially reduced production. The weather at harvesting was favourable, and very little grain was threshed in a tough or damp state. The wheat crop was high grade, 88 per cent grading No. 3 Northern and higher, and of excellent quality.

The total inspections for the crop year 1932-3 in the Western Division amounted to 239,411 cars.

Yours truly,

JAS. D. FRASER,
Chief Inspector.

WESTERN INSPECTION DIVISION

The total primary inspections in the Western Division from August 1, 1932, to July 31, 1933, are made up as follows:—

	Cars	Per- centages
Wheat.....	215,038	89.82
Oats.....	12,643	5.28
Barley.....	8,119	3.39
Flax seed.....	1,524	0.64
Rye.....	1,966	0.82
Mixed grain.....	107	0.05
Buckwheat.....	3	0.00
Screenings.....	11	0.00
Total.....	239,411	100.00

The grades of Wheat are as follows:—

	Cars	Per- centages
1 Manitoba Hard.....	17,701	8.232
1 Manitoba Northern.....	100,614	46.788
2 Manitoba Northern.....	63,344	29.456
3 Manitoba Northern.....	7,599	3.533
4 Manitoba Northern.....	3,637	1.591
No. 5.....	1,913	0.888
No. 6.....	474	0.220
Sample wheat.....	78	0.036
Feed.....	53	0.024
Smutty.....	938	0.436
Tough.....	8,122	3.677
Damp.....	316	0.146
Rejected.....	904	0.420
1 Amber Durum.....	5,621	2.614
2 Amber Durum.....	2,225	1.246
3 Amber Durum.....	561	0.261
4 Amber Durum.....	11	0.005
Smutty Amber Durum.....	96	0.044
Tough Amber Durum.....	9	0.004
Damp Amber Durum.....	1	0.000
Rejected Amber Durum.....	302	0.140
1 White Spring.....	83	0.039
2 White Spring.....	80	0.036
3 White Spring.....	46	0.021
Smutty White Spring.....	2	0.001
Tough White Spring.....	2	0.001
Rejected White Spring.....	17	0.008
1 mixed wheat.....	20	0.009
2 mixed wheat.....	3	0.001
3 mixed wheat.....	28	0.013
4 mixed wheat.....	5	0.002
5 mixed wheat.....	85	0.039
6 mixed wheat.....	5	0.002
Tough mixed wheat.....	2	0.001
Smutty mixed wheat.....	7	0.003
Rejected mixed wheat.....	4	0.002
1 Alberta Red Winter.....	53	0.025
2 Alberta Winter.....	50	0.023
3 Alberta Winter.....	10	0.005
Tough Alberta Winter.....	2	0.001
Smutty Alberta Winter.....	15	0.007
Total.....	215,038	100.000

The grades of Oats are as follows:—

	Cars	Percentages
1 C.W.....	47	0.37
2 C.W.....	4,820	38.12
3 C.W.....	3,653	28.89
Special feed.....	49	0.39
Ex. 1 feed.....	269	2.13
1 feed.....	2,460	19.46
2 feed.....	749	5.92
3 feed.....	73	0.58
Mixed feed oats.....	88	0.70
Rejected oats.....	8	0.06
Tough.....	418	3.31
Damp.....	9	0.07
Total.....	12,643	100.00

The grades of Barley are as follows:—

	Cars	Percentages
2 C.W. (six row).....	2	0.03
3 Ex. C.W. (six row).....	2,328	28.67
2 C.W. (two row).....	3	0.03
3 Ex. C.W. (two row).....	153	1.89
2 C.W. (trebi).....	1	0.01
3 Ex. C.W. (trebi).....	60	0.74
3 C.W.....	3,654	45.00
4 C.W.....	1,046	12.88
5 C.W.....	462	5.69
6 C.W.....	47	0.58
Rejected.....	4	0.05
Tough.....	326	4.02
Damp.....	33	0.41
Total.....	8,119	100.00

The grades of Flax are as follows:—

	Cars	Percentages
1 C.W.....	1,433	94.03
2 C.W.....	19	1.24
3 C.W.....	20	1.31
4 C.W.....	3	0.20
Tough.....	44	2.89
Sample.....	5	0.33
Total.....	1,524	100.00

The grades of Rye are as follows:—

	Cars	Percentages
1 C.W.....	60	3.05
2 C.W.....	999	50.82
3 C.W.....	754	38.35
4 C.W.....	23	1.17
Ergoty rye.....	59	3.00
Rejected.....	3	0.15
Tough.....	64	3.26
Damp.....	3	0.15
Sample.....	1	0.05
Total.....	1,966	100.00

The grades of Mixed Grain are as follows:—

	Cars	Percentages
No. 1.....	39	36.45
No. 2.....	16	14.95
No. 3.....	42	39.25
Tough.....	7	6.54
Sample.....	1	0.93
Damp.....	2	1.87
Total.....	107	100.00

The number of cars of grain inspected at the various inspection points during the crop year August 1, 1932, to July 31, 1933:—

	Cars	Percentages
Winnipeg.....	144,650	60.419
Calgary.....	33,185	13.862
Duluth.....	372	0.156
Moose Jaw.....	13,368	5.583
Saskatoon.....	9,513	3.973
Medicine Hat.....	2,372	0.991
Lethbridge.....	8	0.003
Prince Rupert.....	2	0.001
Vancouver.....	1,432	0.598
Edmonton.....	32,498	13.575
Churchill.....	2,011	0.839
Total.....	239,411	100.000

SUMMARY OF CARS RE-INSPECTED

	Winnipeg		Calgary		Edmonton	
	Cars	Per cent	Cars	Per cent	Cars	Per cent
Left as graded.....	15,935	73.43	3,861	60.69	5,066	79.32
Grades raised.....	4,045	18.64	955	15.00	996	15.59
Grades lowered.....	97	0.45	482	7.57	91	1.42
Dockage raised.....	148	0.68	486	7.63	97	1.52
Dockage lowered.....	1,477	6.80	579	9.11	137	2.15
Totals.....	21,702	100.00	6,363	100.00	6,387	100.00

	Saskatoon		Moose Jaw		Medicine Hat	
	Cars	Per cent	Cars	Per cent	Cars	Per cent
Left as graded.....	524	75.49	886	74.02	30	76.92
Grades raised.....	153	22.08	173	14.45	2	5.13
Grades lowered.....	4	0.58	95	7.94	6	15.38
Dockage raised.....	12	1.72	16	1.34	1	2.57
Dockage lowered.....	1	0.13	27	2.25	.....	.....
Totals.....	694	100.00	1,197	100.00	39	100.00

RECAPITULATION OF RE-INSPECTIONS

	Cars	Percentages	Percentage of Total Inspections
Left as graded.....	26,302	72.30	10.98
Grades raised.....	6,324	17.38	2.64
Grades lowered.....	775	2.13	0.32
Dockage raised.....	760	2.09	0.32
Dockage lowered.....	2,221	6.10	0.92
Totals.....	36,382	100.00	15.18
Total reinspections.....	36,382		15.18
Left as graded.....	26,302	10.98	
Total changes.....	10,080	4.20	15.18

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	Per cent	Cars	Per cent	Cars	Per cent	Cars	Per cent
Left as graded.....	350	86.20	538	78.54	463	86.70	1,351	83.14
Grades raised.....	55	13.55	116	16.93	61	11.42	232	14.28
Grades lowered.....	1	0.25	19	2.78	1	0.19	21	1.29
Dockage raised.....			2	0.29			2	0.12
Dockage lowered.....			10	1.46	9	1.69	19	1.17
	406		685		534		1,625	

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Percentage
Total inspections.....	239,411	100
Total appeals.....	1,625	.679
Total grades sustained.....	1,351	0.564
Total grades changed.....	274	0.115
	1,625	.679

BUSHELs OF GRAIN INSPECTED AND SHIPPED BY LAKE OR OCEAN, AUGUST 1, 1932, TO JULY 31, 1933

Ex.	Fort William and Port Arthur	Vancouver and New Westminster	Prince Rupert	Victoria	Churchill Man.	Duluth and Superior
	bush.	bush.	bush.	bush.	bush.	bush.
Wheat.....	180,489,412	91,547,009	976,480	1,997,858	2,736,030	382,478
Oats.....	13,141,407	4,863,742		19,388		36,257
Barley.....	5,494,346	1,346,320				
Flaxseed.....	1,661,080	71				
Rye.....	1,918,946	198				
Mixed Grain.....	32,638					
Oat Groats.....	275,452					
	203,013,281	97,757,340	976,480	2,017,246	2,736,030	418,735

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL ELEVATOR,
AUGUST 1, 1932, TO JULY 31, 1933

	Winnipeg	Calgary	Moose Jaw	Saska- toon	Leth- bridge	Van- couver	Edmon- ton
Wheat.....	851	1,570	1,248	1,075	7	262	694
Oats.....	441	127	175	156		344	556
Barley.....	183	65	22	3		15	73
Flaxseed.....	2		4	1			
Rye.....	27	15	15			15	1
Mixed Grain.....	14	9		4		7	19
Buckwheat.....	2						
Screenings.....	156	127	24	179		738	8
	1,676	1,913	1,488	1,418	7	1,381	1,351

GARNET WHEAT

WESTERN GRAIN INSPECTION DIVISION

Cars containing a percentage of Garnet Wheat, inspected in the crop year August 1, 1932, to July 31, 1933, graded into the Two Northern and lower grades of Red Spring Wheat:—

Inspected at	Total Cars Red Spring	Cars Containing Garnet	Percentage of Garnet
			%
Vancouver.....	911	43	4.72
Edmonton.....	29,640	9,951	33.57
Calgary.....	31,081	6,420	20.65
Saskatoon.....	7,144	862	12.06
Winnipeg.....	120,146	13,041	10.85
Moose Jaw.....	12,284	50	.40
Churchill.....	2,011	736	36.59
Total.....	203,217	31,103	15.30

EASTERN INSPECTION DIVISION

TOTAL INSPECTIONS, AUGUST 1, 1932, TO JULY 31, 1933

Cargoes—	Bushels
Grain grown in Eastern Division.....	11,029
Grain grown in United States.....	3,431,629
Grain grown in Canada and United States.....	772,525

4,215,183

At Montreal.....	3,953,246
At Quebec.....	84,000
At Saint John, N.B.....	177,937

4,215,183

Car Loads—

Grain grown in Eastern Division—	Cars
At Toronto.....	463
At Montreal.....	465

928

GRAIN CARGOES SAMPLED BUT NOT INSPECTED AUGUST 1, 1932, TO JULY 31, 1933

	Bushels
Western grain.....	126,081,546
Western grain, a/c of shippers.....	6,541,025
United States grain, a/c of shippers.....	594,398
Eastern grain, a/c of shippers.....	351,561
Argentine corn, a/c of shippers.....	337,756
South African corn, a/c of shippers.....	2,516,573

136,422,859

At Montreal.....	95,412,105
At Sorel.....	23,575,856
At Quebec.....	8,378,399
At Saint John, N.B.....	7,629,934
At Halifax.....	1,426,565

136,422,859

CAR LOADS SAMPLED BUT NOT INSPECTED AUGUST 1, 1932, TO JULY 31, 1933

	Montreal Cars	Toronto Cars
Western grain.	191	6
Eastern grain.	77	127
United States grain.	29	..
South African grain.	29	1
Argentine grain. . . . .	..	5
	<hr/> 326	<hr/> 139

GRADES OF CARGOES INSPECTED

<i>Grain grown in Eastern Division—</i>	Bushels	
No. 3 Red Winter Wheat.	6,113	
Tough No. 3 Buckwheat.	1,417	
Tough Rejected Buckwheat.	3,499	
	<hr/>	11,029
<i>Grain grown in United States—</i>		
No. 1 Hard Winter Wheat.	86,390	
No. 2 Hard Winter Wheat.	135,000	
No. 2 Amber Durum.	794,981	
No. 2 Rye.	55,712	
No. 2 White Clipped Oats.	441,028	
No. 2 Yellow Corn.	180,622	
No. 2 Mixed Corn.	1,737,896	
	<hr/>	3,431,629
<i>Grain grown in Canada and United States—</i>		
No. 2 Amber Durum Wheat.	368,555	
No. 2 Mixed Durum Wheat.	8,000	
No. 2 Rye.	215,821	
No. 1 Mixed Elevator Feed Oats.	150,149	
No. 2 Mixed Elevator Feed Oats.	30,000	
	<hr/>	772,525
		<hr/> 4,215,183

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
<i>Wheat—</i>			
No. 1 Commercial.	36	..	36
No. 2 White Winter.	63	..	63
No. 3 White Winter.	1	..	1
No. 2 Red Winter.	38	..	38
No. 2 Mixed Winter.	204	..	204
No. 3 Mixed Winter.	50	..	50
Rejected White Winter.	1	..	1
Rejected Mixed Winter.	9	..	9
			<hr/> 402
<i>Oats—</i>			
No. 2 White.	2	16	18
No. 3 White.	2	70	72
No. 4 White.	1	16	17
			<hr/> 107
<i>Barley—</i>			
No. 3 Extra.	2	..	2
No. 3.	20	1	21
No. 4.	11	1	12
Rejected.	1	..	1
			<hr/> 36
<i>Rye—</i>			
No. 2.	1	..	1
			<hr/> 1
<i>Buckwheat—</i>			
No. 2.	15	213	228
No. 3.	5	122	127
Rejected. . . . .	..	26	26
			<hr/> 381
<i>Peas—</i>			
No. 2.	1	..	1
	<hr/> 463	<hr/> 465	<hr/> 928

APPENDIX No. 6

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esquire,
Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31, 1933:

During the crop year under review, this branch has supplied weighing services in the Western Division at ninety-six (96) elevators licensed by the board. In the Eastern Division, weighing services have been maintained at six (6) ports, namely, Goderich, Midland, Port McNicoll, Owen Sound, Toronto and Sarnia. The weighmen at these ports are employed on a fees basis only.

The equipment used in the ninety-six (96) elevators in the Western Division, in connection with receiving and shipping of grain, has been maintained in good condition under the supervision of officers of this branch.

The scales in the elevators at Fort William and Port Arthur, the Canadian Government Interior elevators, the elevator at Port Churchill and those elevators loading to tide water at Pacific Coast ports, have been inspected twice during the crop year. The regular annual inspection I carried out as inspector of scales in terminal elevators, for which certificates of verification were issued. The semi-annual inspection was made in order to determine the continued accuracy of the scales. These scales have been kept in good condition by a qualified scale mechanic retained by the various elevator companies.

After the superannuation of Mr. A. A. Bowen, the inspection of scales in elevators in the Eastern Division was carried out by his successor, Mr. P. J. Marples, and myself.

A considerable decrease in the personnel of the permanent and seasonal staffs has taken place during the year, details being as follows: two superannuated, one resigned, one transferred, and twenty-five positions abolished.

Complaints received on the out-turns of cars unloaded at terminal elevators have decreased considerably in recent years, largely due, I think, to more careful loading at country points and the better class of equipment that is being used by transportation companies. Complaints received during the year have been thoroughly investigated and where the investigation has warranted it, adjustments have been made or recommended to the amount of one thousand one hundred bushels and twenty pounds (1,100-20 bushels).

Complaints of alleged shortages on some cargoes loaded at Fort William and Port Arthur and unloaded at Eastern Canadian and American ports have been received, but thorough investigations have failed to disclose anything that would contribute to a shortage at any of the loading elevators.

Investigations of complaints of alleged shortages on shipments made at the following ocean ports: Halifax, Saint John, Montreal and Vancouver, have been made and reports of such investigations have been forwarded to the board.

The annual weigh-up of stocks in store in public and semi-public elevators and the top four grades in private elevators in the Western Division, was carried out without charge to the elevators concerned, and statements of the correct

quantities in store were prepared and forwarded to the board. The stock in store in these elevators at the time of the weigh-up amounted to approximately 63,963,183 bushels of all grains.

Attached are statements giving particulars of the various phases of the work.

Respectfully submitted,

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., January 2, 1934.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31, 1933:—

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	197,477,224-50	1,750,895-50	3,809,475-30	203,037,596-10
Oats.....	12,474,515-32	1,145,405-30	7,949-19	13,627,871-13
Barley.....	7,093,231-06	137,567-34		7,230,798-40
Flaxseed.....	1,624,231-27	27,512-06		1,651,743-33
Rye.....	2,351,552-30	285,759-28	524,772-03	3,162,084-05
South African Corn.....	60,483-18	25,125-30		85,608-52
	lbs.	lbs.		lbs.
Mixed grain.....	5,525,440	641,230		6,166,670
	bush.			bush.
Buckwheat.....	2,126-52			2,126-52
		lbs.		lbs.
Oats groats.....		1,802,960		1,802,960
All screenings.....	2,345,540	4,949,940		7,295,480
Barley malt.....	28,663,640			28,663,640

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	180,492,249-30	150,442-50	1,933,088-30	3,861,218-50	186,436,999-40
Oats.....	13,141,406-29	1,226,044-16	1,147,459-10	7,949-19	15,522,860-06
Barley.....	5,494,596-17	45,129-38	135,782-41		5,675,509-00
Flaxseed.....	1,689,241-32	300-00	27,436-02		1,716,977-34
Rye.....	1,918,946-06	800-00	281,600-52	143,846-42	2,345,193-44
South African corn.....		61,750-28	25,173-54		86,924-26
	lbs.	lbs.	lbs.		lbs.
Mixed grain.....	1,631,915	458,190	594,940		2,685,045
		bush.			bush.
Buckwheat.....		1,245-40			1,245-40
		lbs.			lbs.
Oats groats.....	9,365,390	3,026,690	1,804,770		14,196,850
All Screenings.....	58,192,840	83,369,745	2,688,160		144,250,745
Barley malt.....	28,663,630				28,663,630

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1932-33, AT THE FOLLOWING POINTS:

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	95,111,309-40	5,516,036-02	1,792,295-40	3,858-42	236,554-16	2,317,410	83,365,185
Prince Rupert.....	141,274-40						
Victoria.....	1,730,827-00	1,908-08					1,214,794
Churchill.....	2,957,567-40	11,533-08					
Calgary.....	1,863,811-30	12,147-32	8,145-40	46-44	1,059-36	275,570	150,744
Edmonton.....	1,116,184-40	110,595-30	10,521-42				
Lethbridge.....	20,662-50	282-22					
Moose Jaw.....	2,058,213-20	7,997-02		271-44			
Saskatoon.....	2,662,811-10	28,950-30					
North Transcona..	1,298,011-50	2,140-00					

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	91,978,889-30	5,684,336-20	1,376,283-17	857-08	57,550-44	627,610	92,825,231
Prince Rupert.....	976,775-10	11,410-10					656,840
Victoria.....	2,042,342-20	25,074-04				6,610	2,013,860
Churchill.....	2,736,029-50						4,352,000
Calgary.....	1,845,280-30	21,839-04	9,177-24	46-44	1,109-36	289,920	1,543,434
Edmonton.....	1,159,013-10	96,308-18	9,681-32			300,850	813,400
Lethbridge.....	17,647-50	281-06					
Moose Jaw.....	2,033,620-00	12,226-26	20-10	1,210-19	40-00		799,500
Saskatoon.....	1,656,480-30	69,813-22	1,507-14			5,800	2,930,710
North Transcona..	263,923-40	4,000-00					138,000

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1932-33

Kenora.....	528
Keewatin.....	4,754
Winnipeg.....	8,145
Portage la Prairie.....	772
Saskatoon-Factoria.....	3,588
Moose Jaw.....	3,863
Calgary.....	4,623
Edmonton.....	1,519
Medicine Hat.....	2,437
Total.....	30,229

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT CROP YEAR 1932-33

CANADIAN PACIFIC RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lake head elevators.....	6,236	859	78
Elevators excluding lake head.....	2,114	2,260	107
Cars reported bad order and loads transferred.....	28		
Total.....	8,378	3,119	185

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, ETC.—*Concluded*
CANADIAN NATIONAL RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lake head elevators.....	7,478	1,073	33
Elevators excluding lake head.....	1,761	781	51
Cars reported bad order and loads transferred.....			
Total.....	9,239	1,854	84
Total both roads.....	17,617	4,973	269

REPORT OF THE AVERAGE REPORTED SHORTAGES OR OVERAGES OF POUNDS PER
1,000 BUSHEL ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT
ARTHUR AND UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	127,589,276-40	Short 13·51
Oats.....	13,141,169-20	Short 21·91
Barley.....	5,361,713-31	Short 24·43
Flaxseed.....	944,245-51	Short 6·41
Rye.....	1,200,108-26	Short 19·13
Barley malt.....	10,662,160 lbs.	Short ·3 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	4,682-1,390 tons	Short 2·3 lbs. per ton
Screenings.....	16,864-1,060 tons	Short 2·55 lbs. per ton

AMERICAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	52,891,801-30	Over 3·33
Oats.....	31,442-02	Over 6·43
Barley.....	129,058-08	Short 32·43
Flaxseed.....	744,995-37	Short 56·53
Rye.....	721,685-18	Short 11·81
Barley malt.....	18,001,470 lbs.	Short ·43 lbs. per 1,000 lbs.
Screenings.....	12,231-1,780 tons	Short 12·39 lbs. per ton

EUROPE DIRECT

	Total bushels	
Wheat.....	275,835-20	.....

GRAND TOTALS—GRAIN SHIPPED

Wheat.....	180,756,913-30	Short 8·57
Oats.....	13,172,611-22	Short 21·84
Barley.....	5,490,771-39	Short 24·62
Flaxseed.....	1,689,241-32	Short 28·51
Rye.....	1,921,793-44	Short 16·38
Barley malt.....	23,663,630 lbs.	Short ·38 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	4,682-1,390 tons	Short 2·3 lbs. per ton
Screenings.....	29,096-0,840 tons	Short 6·69 lbs. per ton

APPENDIX No. 7

REPORT OF GENERAL MANAGER OF CANADIAN GOVERNMENT
ELEVATORS

During the year ended July 31 1933, six elevators were operated by this department, viz., Port Arthur, Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge. The elevators at Prince Rupert and Halifax were again operated by other parties under lease.

Prior to the opening of navigation at Churchill in August, 1932, arrangements were made whereby the services of the Fort William and Winnipeg offices would be available to the Department of Railways and Canals and the trade generally in connection with the shipment of grain through the Churchill elevator. By this means a close contact was established between the trade and the elevator, which was maintained throughout the shipping season and continued until the elevator was filled with grain for winter storage.

In the tariff of charges at the interior elevators provision was made that wheat received at Moose Jaw and Saskatoon elevators during the period September 1 to November 15, 1932, both dates inclusive, would be subject to an elevation charge of two-fifths of one cent ($\frac{2}{5}$ cent) per bushel, as against the maximum charge of one cent (1 cent) per bushel. This reduction offset the railway stop-over charge of one cent (1 cent) per 100 pounds, or three-fifths of one cent ($\frac{3}{5}$ cent) per bushel.

During the period covered by the lower elevation charge these two elevators received considerably more wheat than during the entire preceding crop year. Practically all the wheat handled was received during this period.

The total grain received by all the elevators was nearly two million bushels in excess of the previous year's receipts, as shown by the following comparative statement:—

Elevator	1931-32	1932-33	Increase	Decrease	Net Increase
Port Arthur.....	146,038	279,838	133,800	.....	.....
Moose Jaw.....	704,749	2,065,864	1,361,115	.....	.....
Saskatoon.....	1,227,135	2,687,342	1,460,207	.....	.....
Calgary.....	2,056,019	1,889,670	.....	166,349	.....
Edmonton.....	2,223,949	1,235,426	.....	988,523	.....
Lethbridge.....	.....	20,934	20,934	.....	.....
	6,357,890	8,179,074	2,976,056	1,154,872	1,821,184

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 8

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, MAN., January 3, 1934.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following statement covering the activities of the laboratory during the past year:—

Investigations

A Survey of the Protein Content of the Contract Grades of Hard Red Spring Wheat grown in Western Canada during the year 1933.

Mean Protein Content of the Contract Grades of Wheat grown in the Three Prairie Provinces for the years 1929 to 1933 inclusive.

A Survey of the Protein Content of Durum Wheat grown in Canada during 1932.

Factors Responsible for the Inferior Drying Quality of the Oil from the 1932 Flax Crop.

The Oil Content and Quality of Winnipeg Averages of the 1933 Flax Crop.

The Comparative Quality of Wheat Cargoes ex-Atlantic and Pacific Ports.

Further Tests with Artificially Dried Wheat.

The Milling and Baking Quality of Severely Bleached Wheat.

The Milling and Baking Characteristics of Alberta Red Winter Wheat.

Special Investigations to further the Sale of Canadian Wheat and Flour

The Quality of Certain Flours Offered for Sale in Venezuela Compared with a Number of Canadian Brands.

The Value of Canadian Flour for Blending with Argentinian Flour.

*World's Grain Exhibition and Conference—Regina**Special Tests for the Information of the Chief Inspector*

The Milling and Baking Characteristics of Spring Threshed Wheat.

The Variations in Weight per Bushel, Flour Yield, Protein Content and Baking Quality between Corresponding Grades of the Standard Samples for the Years 1927 to 1933 inclusive.

Artificially Dried Wheat.

Flour Colour Tests as an Aid in Grading Wheat.

*The Milling and Baking Characteristics of the Crop of 1933**The Supervision of Moisture Testers**Reports and Publications*

(a) 39 Reports to the Board of Grain Commissioners.

(b) 3 Scientific papers released for publication.

(c) 5 Technical and miscellaneous reports for general distribution.

In addition to the work outlined above, the laboratory has been pleased to co-operate in different ways with universities, experimental farms and other government institutions, producers, and milling and grain organizations at home and abroad. At the present time various co-operative projects under the

auspices of the Associate Committee on Grain Research, of the National Research Council of Canada, are in progress and it is expected that a detailed account of these activities will be reported next year.

I also have the honour to submit the annual report of the laboratory with the recommendation that it be published separately.

Yours respectfully,

W. F. GEDDES,
Chemist in Charge.

APPENDIX No. 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1932, TO AUGUST 31, 1933

(a) WINNIPEG—

Revenue—

Licence fees.	\$	31,272 00
Registration fees.	\$	9,570 20
Cancellation fees.		8,621 24
		18,191 44
Inspection fees.	148,045 00	
Samples sold.	2,966 59	
Refund express.	1,225 00	
Cargo certificates split.	272 20	
Sundries.	85 25	
		152,594 04
Weighing fees.	11,675 00	
Condition reports.	618 50	
		12,293 50
Appeal fees.		1,176 00
		\$ 215,526 98

Expenditure—

Board and Executive Office—

Salaries—		
Commission and secretary.	32,202 00	
Secretary's office.	12,870 00	
Licensing and bonding.	9,968 30	
Rents—		
Executive office.	3,749 00	
Licensing and bonding.	1,097 00	
Travelling Expenses—		
Grain Commission.	7,466 78	
Licensing and bonding.	22 75	
General Expenses—		
Grain Commission.	12,487 18	
Licensing and bonding.	183 19	
Printing and Stationery—		
Grain Commission.	2,558 93	
Licensing and bonding.	836 73	
		83,441 86

Assistant Commissioner's Office—

Salaries.	8,100 00	
Rent.	541 00	
Travelling expenses.	513 12	
General expenses.	132 55	
		9,286 67

Accounting Branch—

Salaries.	6,048 00	
Rent.	2,342 00	
Travelling expenses.	207 25	
General expenses.	639 96	
Printing and stationery.	741 43	
		9,978 64

Finance Branch—

Salaries.	4,189 50	
General expenses.	132 79	
		4,322 29

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1932, TO AUGUST 31, 1933—Continued

(a) WINNIPEG—Con.

Expenditure—Con.

Grain Research Laboratory—

Salaries	\$ 26,075 97	
Rents	11,899 00	
Travelling expenses	205 55	
General expenses	3,642 64	
Printing and stationery	770 07	
Rome baking exhibition	3,625 78	
	<hr/>	\$ 46,219 01

Registration Branch—

Salaries	11,934 00	
Rent	1,486 00	
Travelling expenses	39 90	
General expenses	277 51	
	<hr/>	13,737 41

Inspection Branch—

Salaries	222,439 41	
Rent	20,970 00	
Travelling expenses	450 70	
General expenses	9,673 02	
Printing and stationery	5,351 88	
	<hr/>	258,885 01

Weighing Branch—

Salaries	53,796 29	
Rent	1,694 00	
Travelling expenses	188 75	
General expenses	388 07	
Printing and stationery	986 76	
	<hr/>	57,053 87

Grain Appeal Tribunal—

Salaries	5,022 00	
Rent	491 00	
General expenses	880 90	
Printing and stationery	13 40	
	<hr/>	6,407 30

*Wheat Bonus—

Salaries	6,806 25	
General expenses	38,851 68	
Printing and stationery	2 16	
	<hr/>	45,660 09

Grains Standard Committee—

Salaries	319 95	
Travelling expenses	2,394 16	
General expenses	4,419 39	
	<hr/>	7,133 50

Commission on grain futures

99 00

World grain exhibition and conference—Regina..

1,795 07 \$544,019 72

(b) CHURCHILL—

Revenue—

Inspection fees	5,946 00	
Weighing fees	5,946 00	
	<hr/>	11,892 00

Expenditure—

Inspection Branch—

Salaries	2,984 85	
Travelling expenses	1,213 01	
General expenses	8 96	
	<hr/>	4,206 82

Weighing Branch—

Salaries	3,802 55	
Travelling expenses	1,555 70	
General expenses	10 00	
	<hr/>	5,368 25

9,575 07

(c) KEEWATIN—

Revenue—

Inspection fees	2,089 30	
Weighing fees	4,855 00	
	<hr/>	6,944 30

Expenditure—

Salaries inspection	2,454 30	
Salaries weighing	4,428 00	
General expenses	62 00	
	<hr/>	6,944 30

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1932, TO AUGUST 31, 1933—Continued

(d) KENORA—

Revenue—

Weighing fees		\$ 1,964 30
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Expenditure—

Salaries weighing	\$ 1,950 30	
General expenses.	14 00	
	<hr/>	1,964 30

(e) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.		2,214 00
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Expenditure—

Salaries weighing.		2,214 00
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(f) SASKATOON—

Revenue—

Inspection fees	\$ 11,700 60	
Samples sold.	240 39	
	<hr/>	11,940 99
Weighing fees.		8,304 40
	<hr/>	20,245 39

Expenditure—

Assistant Commissioner's Office—

Salaries.	8,094 56	
Travelling expenses.	432 74	
General expenses.	98 02	
Printing and stationery.	20 35	
	<hr/>	8,645 67

Inspection Branch—

Salaries.	24,046 61	
Rent.	2,653 00	
Travelling expenses.	252 00	
General expenses.	858 43	
Printing and stationery.	611 02	
	<hr/>	28,421 06

Weighing Branch—

Salaries.		10,111 38
	<hr/>	47,178 11

(g) MOOSE JAW—

Revenue—

Inspection fees.	14,887 40	
Samples sold.	403 46	
	<hr/>	15,290 86
Weighing fees.		6,082 40
	<hr/>	21,373 26

Expenditure—

Inspection Branch—

Salaries.	26,814 26	
Rent.	3,365 00	
Travelling expenses.	294 00	
General expenses.	753 08	
Printing and stationery.	122 18	
	<hr/>	31,348 52

Weighing Branch—

Salaries.	6,849 90	
General expenses.	3 00	
	<hr/>	6,852 90
	<hr/>	38,201 42

(h) MEDICINE HAT—

Revenue—

Inspection.	4,454 63	
Samples sold.	80 55	
	<hr/>	4,535 18
Weighing.		4,158 00
	<hr/>	8,693 18

Expenditure—

Inspection Branch—

Salaries.	4,001 85	
Rent.	300 00	
General expenses.	200 84	
Printing and stationery.	32 49	
	<hr/>	4,535 18

Weighing Branch—

Salaries.		4,158 00
	<hr/>	8,693 18

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1932, TO AUGUST 31, 1933—Continued

(i) LETHBRIDGE—

Revenue—

Inspection fees	\$	35 30	
Weighing fees.		13 30	
			\$ 48 60

Expenditure—

Inspection Branch—

Salaries	\$	2,592 00	
Travelling expenses.		52 87	
			2,644 87

Weighing Branch—

Salaries.		3,049 20	
General expenses.		216 65	
			3,265 85

5,910 72

(j) SUPERIOR—

Revenue—

Inspection fees.		1,077 00	
Sundries.		12 80	
			1,089 80

Expenditure—

Salaries inspection.		2,693 25	
General expenses.		237 12	
			2,930 37

(k) CALGARY—

Revenue—

Inspection fees.	34,498 80		
Samples sold.	605 94		
Refund express.	554 75		
		35,659 49	
Weighing fees.		8,240 90	
Appeal fees.		2,121 00	
			46,021 39

Expenditure—

Assistant Commissioner's Office—

Salaries.	8,100 00		
Rent.	480 00		
Travelling expenses.	639 30		
General expenses.	331 52		
Printing and stationery.	15 75		
		9,566 57	

Inspection Branch—

Salaries.	37,826 38		
Rent.	1,829 03		
Travelling expenses.	64 40		
General expenses.	3,036 93		
Printing and stationery.	746 82		
		43,503 56	

Weighing Branch—

Salaries.	14,052 64		
Travelling expenses.	134 15		
General expenses.	94 46		
		14,281 25	

Grain Appeal Tribunal—

Salaries.	4,140 00		
Rent.	372 00		
General expenses.	1,512 90		
		6,024 90	

73,376 28

(l) VICTORIA—

Revenue—

Inspection fees.	2,030 90		
Samples sold.	36 48		
		2,067 38	
Weighing fees.		3,153 30	
			5,220 68

Expenditure—

Inspection Branch—

Salaries.	2,598 30		
Travelling expenses.	22 80		
General expenses.	11 50		
		2,632 60	

Weighing Branch—

Salaries.	2,545 20		
		2,545 20	

5,177 80

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1932, TO AUGUST 31, 1933—Continued

(m) PRINCE RUPERT—

Revenue—

Inspection fees	\$ 1,000 30		
Samples sold.	32 73		
		\$ 1,033 03	
Weighing fees.		1,087 40	
			\$ 2,120 43

Expenditure—

Inspection Branch—

Salaries.	3,090 15		
General expenses.	26 24		
		3,116 39	

Weighing Branch—

Salaries.	3,358 05		
General expenses.	6 00		
		3,364 05	

6,480 44

(n) EDMONTON—

Revenue—

Inspection fees.	33,708 80		
Samples sold.	472 81		
Refund express.	453 00		
Sundries.	3 00		
		34,637 61	
Weighing fees.	4,733 80		
Condition reports.	9 25		
		4,743 05	
Appeal fees.		1,590 00	
			40,970 66

Expenditure—

Inspection Branch—

Salaries.	39,093 75		
Rent.	3,624 00		
Travelling expenses.	81 75		
General expenses.	3,506 08		
Printing and stationery.	1,190 80		
		47,496 38	

Weighing Branch—

Salaries.	8,199 12		
General expenses.	106 25		
		8,305 37	

Grain Appeal Tribunal—

Salaries.	4,140 00		
Rent.	510 00		
General expenses.	1,083 30		
		5,733 30	

61,535 05

(o) VANCOUVER—

Revenue—

Inspection fees.	98,722 90		
Samples sold.	3,399 77		
		102,122 67	
Weighing fees.		159,427 10	
Registration fees.	3,989 28		
Cancellation fees.	3,945 40		
		7,934 68	

269,484 45

Expenditure—

Inspection Branch—

Salaries.	84,897 10		
Rent.	5,271 00		
Travelling expenses.	194 60		
General expenses.	2,775 53		
Printing and stationery.	1,048 57		
		94,186 80	

Weighing Branch—

Salaries.	63,332 21		
Rent.	2,017 00		
Travelling expenses.	270 30		
General expenses.	1,868 86		
Printing and stationery.	1,098 16		
		68,586 53	

Registration Branch—

Salaries.	4,860 00		
Rent.	1,332 00		
General expenses.	238 38		
Printing and stationery.	26 21		
		6,456 59	

169,229 92

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1932, TO AUGUST 31, 1933—*Concluded*

(p) FORT WILLIAM—

Revenue—

Inspection fees	\$205,575 70	
Samples sold.	4,848 01	
Splits.	1 00	
Sundries.	2 75	
	<hr/>	\$210,427 46
Weighing fees.		361,197 70
		<hr/>
		\$571,625 16

Expenditure—

Inspection Branch—

Salaries.	293,938 62	
Rent.	12,434 88	
Travelling expenses.	355 45	
General expenses.	8,432 76	
Printing and stationery.	1,571 04	
	<hr/>	316,732 75

Weighing Branch—

Salaries.	253,202 27	
Rent.	3,157 68	
Travelling expenses.	1,690 63	
General expenses.	2,669 66	
Printing and stationery.	1,976 90	
	<hr/>	262,697 14

Registration Branch—

Salaries.	3,618 00	
Rent.	480 00	
General expenses.	174 20	
	<hr/>	4,272 20

Assistant Commissioner's Office—

Salaries.	8,153 78	
Rent.	837 00	
Travelling expenses.	96 65	
General expenses.	294 48	
	<hr/>	9,381 91

Statistical Branch—

Salaries.	34,312 43	
Rent.	2,016 00	
Travelling expenses.	360 15	
General expenses.	1,642 78	
Printing and stationery.	1,355 95	
	<hr/>	39,687 31

632,771 31

(q) TORONTO—

Revenue—

Inspection fees.	495 00	
Sampling fees.	179 00	
Samples sold.	21 97	
Sundries.	4 20	
	<hr/>	700 17

Expenditure—

Inspection Branch—

Salaries.	4,428 00	
Rent.	600 00	
General expenses.	254 82	
Printing and stationery.	19 72	
	<hr/>	5,302 54

(r) MONTREAL—

Revenue—

Inspection fees	3,845 38	
Sampling fees.	2,889 80	
Samples sold.	150 25	
Splits.	1,382 60	
Sundries.	169 61	
	<hr/>	8,437 64
Weighing fees.		5 40
		<hr/>
		8,443 04

Expenditure—

Inspection Branch—

Salaries.	27,345 54	
Rent.	2,313 00	
Travelling expenses.	1,799 31	
General expenses.	823 17	
Printing and stationery.	274 30	
	<hr/>	32,555 32

Grain Appeal Tribunal—

Salaries.	270 00	
	<hr/>	32,825 32

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Grain Commis- sion	Statistical	Accounting	Research Laboratory	Wheat Bonus	Totals
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.					\$ cts.
Winnipeg.....	152,594 04	12,293 50	1,176 00	18,191 44	31,272 00					215,526 98
Churchill.....	5,946 00	5,946 00								11,892 00
Keewatin.....	2,089 30	4,855 00								6,944 30
Kenora.....		1,964 30								1,964 30
Portage la Prairie.....		2,214 00								2,214 00
Saskatoon.....	11,940 99	8,304 40								20,245 39
Moose Jaw.....	15,290 86	6,082 40								21,733 26
Medicine Hat.....	4,535 18	4,158 00								8,693 18
Lethbridge.....	35 30	13 30								48 60
Superior.....	1,089 80									1,089 80
Calgary.....	35,659 49	8,240 90	2,121 00							46,021 39
Victoria.....	2,067 38	3,153 30								5,220 68
Prince Rupert.....	1,033 03	1,087 40								2,120 43
Edmonton.....	34,637 61	4,743 05	1,590 00							40,970 66
Vancouver.....	102,122 67	159,427 10		7,934 68						269,484 45
Fort William.....	210,427 46	361,197 70								571,625 16
Toronto.....	700 17									700 17
Montreal.....	8,437 64	5 40								8,443 04
	588,606 92	583,685 75	4,887 00	26,126 12	31,272 00					1,234,577 79

EXPENDITURE

Winnipeg.....	266,520 76	57,053 87	6,407 30	13,737 41	93,471 49	.....	14,300 93	46,710 67	45,660 09	543,862 52
Churchill.....	4,206 82	5,368 25	.....	.....	.....	.....	.....	.....	.....	9,575 07
Keewatin.....	2,454 30	4,490 00	.....	.....	.....	.....	.....	.....	.....	6,944 30
Kenora.....	.....	1,964 30	.....	.....	.....	.....	.....	.....	.....	1,964 30
Portage la Prairie.....	.....	2,214 00	.....	.....	.....	.....	.....	.....	.....	2,214 00
Saskatoon.....	28,493 21	10,111 38	.....	.....	8,645 67	.....	.....	.....	.....	47,250 26
Moose Jaw.....	31,380 87	6,852 90	.....	.....	.....	.....	.....	.....	.....	38,233 77
Medicine Hat.....	4,535 18	4,158 00	.....	.....	.....	.....	.....	.....	.....	8,693 18
Lethbridge.....	2,644 87	3,265 85	.....	.....	.....	.....	.....	.....	.....	5,910 72
Superior.....	2,930 37	.....	.....	.....	.....	.....	.....	.....	.....	2,930 37
Calgary.....	43,556 26	14,281 25	6,024 90	.....	9,566 57	.....	.....	.....	.....	73,428 98
Victoria.....	2,632 60	2,545 20	.....	.....	.....	.....	.....	.....	.....	5,177 80
Prince Rupert.....	3,116 39	3,364 0	.....	.....	.....	.....	.....	.....	.....	6,480 44
Edmonton.....	47,496 38	8,305 37	5,733 30	.....	.....	.....	.....	.....	.....	61,535 05
Vancouver.....	94,186 80	68,586 53	.....	6,456 59	.....	.....	.....	.....	.....	169,229 92
Fort William.....	316,732 75	262,697 14	.....	4,272 20	9,381 91	39,687 31	.....	.....	.....	632,771 31
Montreal.....	32,555 32	.....	270 00	.....	.....	.....	.....	.....	.....	32,825 32
Toronto.....	5,302 54	.....	.....	.....	.....	.....	.....	.....	.....	5,302 54
	888,745 42	455,258 09	18,435 50	24,466 20	121,065 64	39,687 31	14,300 93	46,710 67	45,660 09	1,654,329 85

Total Revenue.....	\$ 1,234,577 79
Total Expenditure.....	1,654,329 85
Net Deficit.....	\$ 419,752 06

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Grain Commis- sion	Statistical	Accounting	Research Laboratory	Wheat Bonus	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.					\$ cts.
Fees.....	568,113 01	583,058 00	4,887 00	26,126 12	31,272 00					1,213,456 13
Sampling.....	3,068 80									3,068 80
Express charges.....	2,232 75									2,232 75
Cargo splits.....	1,655 80									1,655 80
Samples sold.....	13,258 95									13,258 95
Condition reports.....		627 75								627 75
Sundries.....	277 61									277 61
	588,606 92	583,685 75	4,887 00	26,126 12	31,272 00					1,234,577 79

EXPENDITURE

Salaries.....	788,377 87	435,049 11	13,572 00	20,412 00	87,488 64	34,312 43	10,237 50	26,075 97	6,806 25	1,422,331 77
Rents.....	53,359 91	6,868 68	1,373 00	3,298 00	6,704 00	2,016 00	2,342 00	11,899 00		87,860 59
Expenses.....	35,379 37	9,278 48	3,477 10	729 99	22,698 28	2,002 93	980 00	7,473 97	38,851 68	120,871 80
Printing and stationery.....	10,968 82	4,061 82	13 40	26 21	3,431 76	1,355 95	741 43	770 07	2 16	21,371 62
World's Grain Exhibition and Conference-Regina.....	659 45				643 96			491 66		1,795 07
Committee on Grain Futures..					99 00					99 00
	888,745 42	455,258 09	18,435 50	24,466 20	121,065 64	39,687 31	14,300 93	46,710 67	45,660 09	1,654,329 85

Net Deficit.....\$ 419,752 06

APPENDIX No. 10

WHEAT BONUS

Bonus certificates issued by licensees up to December 28, 1933—

		Bushels
Manitoba.	\$ 1,169,536 36	23,390,727
Saskatchewan.	5,670,581 84	113,411,637
Alberta.	5,857,194 27	117,143,885
Peace River Block, B.C.	23,440 40	468,808
Total.	\$ 12,720,752 87	254,415,057

Bonus certificates irregularly issued—

Debited to licensees.	8,350 43	167,008
Net bonus issued.	\$ 12,712,402 44	254,248,049

Bonus certificates cashed by banks—

Up to December 31, 1932.		\$12,714,227 35
January, 1933.	580 95	
February, 1933.	995 70	
March, 1933.	620 04	
April, 1933.	134 40	
May, 1933.	190 55	
June, 1933.	207 68	
July, 1933.	110 03	
August, 1933.	68 48	
September, 1933.	88 07	
October, 1933.	144 58	
November, 1933.	74 60	
December, 1933.	63 47	
		3,278 55

Amounts improperly paid recovered.

\$12,717,505 90
9,231 86

Net payment at December 28, 1933.
Certificates outstanding at December 28, 1933.

\$12,708,274 04
9,206 32

Amount improper payment not recoverable.
Amount debited to licensees not yet recovered.

\$12,717,480 36
2,001 80
3,076 12
5,077 92

\$12,712,402 44

The 4,795,000 certificates printed have all been accounted for with the exception of 7,998 certificates and in respect of 5,300 of these missing certificates, the board have received from the licensees to whom they were issued, bonds indemnifying the Government against any loss arising therefrom.

The chartered banks are now only authorized to accept wheat bonus certificates for collection and before funds are issued by the board against these certificates, the actual certificates are checked against the duplicate certificates on file in the board's office.

COST OF ADMINISTRATION

	To December 28, 1932	1933	Total to December 31, 1933
	\$ cts.	\$ cts.	\$ cts.
Salaries.....	78,122 39	2,144 70	80,267 09
Printing and stationery.....	42,970 93	2 16	42,973 09
Audit and other expenses.....	62,074 23	1,195 41	63,269 64
	183,167 55	3,342 27	186,509 82

Cost per \$100 bonus distributed.....\$ 1 47
Average amount of each certificate.....4 40

APPENDIX No. 11

REGULATIONS OF THE BOARD

The Regulations of the Board in effect at December 31, 1933, are as follows:—

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- “ 4. Inspection of Samples taken other than at an inspection point.
- “ 8. Procedure for Appeals from Inspection Offices to Grain Appeal Tribunals.
- “ 14. Construction of Elevators.
- “ 19. Procedure—Country Elevators.
- “ 21. Cleaning Grain and Bins.
- “ 22. Fees.
- “ 23. Form of Terminal Warehouse Receipt.
- “ 29. Maximum Tariff of Charges for the Terminal Elevator at Churchill, Manitoba.
- “ 30. Maximum Tariff of Charges and Shrinkage Allowances for Licensed Country Elevators.
- “ 31. Maximum Tariff of Charges, Terminal Elevators at Fort William and Port Arthur.
- “ 32. Maximum Tariff of Charges at Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge.
- “ 33. Maximum Tariff of Charges, Terminal Elevators West of Calgary, Alberta.
- “ 34. Maximum Tariff of Charges for Handling Grain at Eastern Elevators.
- “ 35. Registration and Cancellation of Eastern Warehouse Receipts and Transfer Receipts.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. H. H. STEVENS, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1933



OTTAWA
J. O. PATENAUDE
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
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BOARD
OF
GRAIN COMMISSIONERS
FOR
CANADA

ANNUAL REPORT

1934



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TABLE OF CONTENTS

	PAGE
REPORT OF THE BOARD.....	5
Expenditure.....	5
Garnet Wheat.....	5
Canadian Government Elevators.....	5
Inland Water Freight Rates Act.....	5
Country Elevator Problems.....	6
Committees on Grain Standards.....	7
Tariff Meetings.....	7
Audit—Public and Semi-Public Terminal Elevators.....	7
Country Elevator Overages.....	7
Wheat Bonus.....	7
APPENDICES—	
No. 1 Report of Secretary.....	8
(a) Complaints.....	8
(b) Prosecutions.....	9
(c) Defaults.....	9
(d) Cars out of Turn.....	10
(e) Licences issued 1933-34.....	10
(f) Summary of Licences past twenty years.....	12
(g) Grain Loading Platforms.....	13
(h) Report of Statistician.....	13
(i) Annual Weigh-up Terminal Elevators.....	25
No. 2. Personnel—Committees on Grain Standards.....	28
3. Personnel—Grain Appeal Tribunals.....	29
4. Report of Registrar.....	30
5. Report of Chief Grain Inspector.....	32
6. Report of Chief Weighmaster.....	39
7. Report of General Manager, Canadian Government Elevators.....	43
8. Report of Grain Research Laboratory.....	46
9. Report of Revenue and Expenditure.....	48
10. Regulations of the Board.....	56

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 8th, 1935.

Hon. R. B. HANSON, K.C., M.P.,
Minister of Trade and Commerce,
Ottawa.

Sir,—We have the honour to present herewith the Annual Report of the Board of Grain Commissioners for the year 1934, in conformity with Section 23 of the Canada Grain Act, 1930.

EXPENDITURES

The expense of maintaining the organization still occupies the Board's practical attention. It is gratifying to report that the reduction forecast in our last annual report has been more than was anticipated. The actual expenditure for the fiscal year 1933-34 was \$1,759,182.79 and indications are that a still further reduction will be affected during the present fiscal year. It is also satisfactory to note a slight increase in revenue during this latter period.

GARNET WHEAT

The long controversy in regard to the proper grading for garnet wheat has been terminated by an amendment to the Act effective August 1, 1935, which provides separate grades for this variety.

CANADIAN GOVERNMENT ELEVATORS

The difficulty in operating the Canadian Government elevators under present market conditions has continued to receive the earnest consideration of the Board. The various lease arrangements commented upon last year have remained in force and from an operating standpoint the deficit of these elevators in the year under review has been reduced to \$24,738.48 as compared to \$101,585.63 for the previous year. An operating surplus is contemplated for the current year.

INLAND WATER FREIGHT RATES ACT

In dealing with the operations of the lake steamboats in the carriage of grain, under the Inland Water Freight Rates Act, it became apparent to the Board during the spring of 1934 that the rates quoted to St. Lawrence ports were discriminating against the port of Quebec to the extent of $\frac{1}{2}$ cent a bushel. As this Act specifically refers to discriminative rates, an investigation was carried out, followed by the issuing of Order No. 2, which in effect creates a zone for grain export freight rates for these ports, i.e., the ports of Montreal, Quebec and Sorel, insofar as through rates from Fort William are concerned. This Order is still in force.

During the course of the controversy it was found that the elevator interests at these three ports were following the somewhat dangerous practice of competing for grain by a system of rebates, which were more or less discriminative in their application. While these rebates were not made under the elevator tariffs over which the Board has jurisdiction, it was decided to make the equalization of rates affecting the steamboats contingent upon collection of the regular charges for the various services carried out by the port authorities. There would appear to have been an excessive amount of competition for the available business during the season at St. Lawrence ports, which competition is not to be so greatly deplored if it results in equal treatment to all shippers and is not used as a pretext to discriminate between shippers.

COUNTRY ELEVATOR PROBLEMS

As a result of complaints in Northern Alberta and in the Peace River block regarding the grading of grain by country elevators since the new crop movement, the Board made a tour of the territory affected and held meetings as follows:—

Oct. 30, 1934; Melfort, Sask.

Nov. 1, 1934; North Battleford, Sask.

Nov. 2, 1934; Vermilion, Alta.

Nov. 3, 1934; Vegreville, Alta.

Nov. 6, 1934; Grande Prairie, Alta.

Nov. 9, 1934; Mundare, Alta.

At several Northern Alberta points, notably Mundare, protests took the form of a "grain strike", which was more or less effective in stopping deliveries of grain to the country elevators for a period. The Board selected Mundare where the strike was most intense to carry out a detailed investigation of the situation. It was not disclosed, however, that the local farmers' claims were justified; the statutory requirements of the Grain Act had been observed by the handlers of grain. The representations were chiefly on matters which did not come within the jurisdiction of the Board, namely, prices and the grade basis on which the country elevators were buying street grain. All the complaints came from districts where early fall frost had caused damage to the grain and farmers were dissatisfied with the grade.

An examination of the contents of the elevators and their operations for the past season showed that on the whole the farmers there had gained by the erratic grading of the elevator agents. Such grading, however, results in great inequity as between individuals. One point which forcibly appealed to the Board was the fact that the grades of the stocks of grain in the elevators examined showed little relationship to the grades purchased from the farmer and it can only be assumed that this condition in this section of the country is more or less general.

Under such conditions it is extremely difficult for the Board to maintain the farmers' confidence in the Government grading system and they felt a certain amount of sympathy with the unsettled state of the farmers' minds as a result of these operations. It is difficult to get farmers in those particular districts to admit that there is any difference between Government grading and elevator grading. Being convinced that in many cases small envelope samples purporting to be sent in for a Government grade had never reached the inspection department, the Board has served notice that it will strictly enforce the regulation calling for a two-pound sample before a Government grade will be given. The problem is still under consideration. It will be obvious that erratic grading by elevator operators and the use by them of the grade names which are the property of the Dominion of Canada, cannot fail to disturb the confidence of the grain growers in the inspection department. This is aggravated in many instances by delinquent elevator operators excusing themselves at the expense of the inspection department.

A thorough and searching inquiry by the Board into the inspection department failed to disclose any sound reason why the grain grower should not have confidence in its operations but the relationship between the inspection department and the grower is of such vital importance that it is proposed to continue to seek an absolute remedy. A remedial measure, although somewhat difficult of enforcement in its present form, is to be found in Section 154 of the Grain Act, which reads as follows:—

"Any person who makes use of any grade name in dealing with or to describe any grain which does not possess the characteristics by reference to which grain of the grade bearing such name is defined shall be punishable upon summary conviction by imprisonment for not more than six months or by a fine not exceeding two hundred dollars, unless he establishes that he, on reasonable grounds, bona fide believed that the grain in question had the characteristics required for the grade of which the grade name was used by him."

In the Peace River country the situation was comparable to that at Mundare but the feelings of the growers were expressed differently. A meeting was held in Grande Prairie in this connection, and the Board's Alberta staff was reinforced by sending Assistant Commissioner Harrison there for a period in order to assist the farmers in the marketing of their grain.

The grading of grain by the country elevators was being questioned and great dissatisfaction was expressed with the grades to which their crop this year was allotted. The Board promised that a representative of the Peace River growers would be appointed to the Grain Standards Committee during the coming year in order that they might feel more in touch with the situation. The chief demand was that special grades should be set for their wheat.

The special committee of the Grain Standards Committee confirmed the Board's opinion that it was not in the interests of the farmers there that this should be done. There was no evidence to show that the quality of their five and six wheat was different from the same grades being received from other quarters and all this wheat this season came from the Northern areas. Furthermore, the volume is inadequate to establish a market for itself.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1934-35 were constituted by the Board in accordance with Section 25 of the Canada Grain Act, 1930.

The Western Committee was convened at Winnipeg on October 15th, 1934.

The Eastern Committee was convened at Toronto on November 22nd, 1934, and at Montreal on November 24th, 1934.

TARIFF MEETINGS

The usual public hearings to hear representations in the matter of tariffs of elevator charges for the crop year 1934-35, were held by the Board in July and August at Winnipeg, Vancouver and Toronto, in addition to a hearing held in Calgary at the request of the United Farmers of Alberta.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS

The regular annual audit of the above elevators has been carried out. In only one instance was an excessive overage disclosed and settlement in the amount of \$47.50 was made to the Board on behalf of the Crown.

COUNTRY ELEVATOR OVERAGES

Country elevator overages remain a major problem. In pursuance of the present policy thirty-four elevator agents were notified that if their records in another year again showed an unjustifiable overage, prosecution would be undertaken by the Board with the resulting penalty that on conviction this avenue of employment would be closed to them insofar as operating a country elevator was concerned.

WHEAT BONUS

During the past year a further sum of \$349.80 was paid out on the 1930 wheat bonus. Outstanding certificates still remain to the amount of \$8,847.28.

GENERAL

The various routine duties of the Board have all been carried out as required by the statute or dictated by the public interest, as the attached reports of our various officers will show.

Respectfully submitted,

(Sgd) E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

WINNIPEG, MAN., 8th January, 1935.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

SIR,—I have the honour to submit the following memoranda summarizing different matters handled in the Executive Offices of the Board during the year 1934:—

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars out of turn
- (e) Licences issued, Crop Year 1933-34
- (f) Licences issued during the past 20 years.
- (g) Grain Loading Platforms
- (h) Report of Statistician
- (i) Annual Weigh-up, Terminal Elevators.

Yours truly,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended 31st December, 1934, there were investigated, in addition to the thirteen (13) complaints outstanding at 31st December, 1933, one hundred and forty-five (145) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees, and the operations of parties dealing in grain but not licensed under the Canada Grain Act, as follows:—

Manitoba.....	16
Saskatchewan.....	19
Alberta.....	116
Total.....	<u>151</u>

Summary of disposition of country complaints:—

No grounds for complaint.....	53
Complaint withdrawn.....	16
Settlement effected between parties.....	73
Outside jurisdiction of Board.....	8
Defendant prosecuted.....	1
Not yet disposed of.....	13
Total.....	<u>164</u>

MISCELLANEOUS COMPLAINTS

During the year under review, six (6) complaints were received in respect to the handling of grain in the Eastern Division and upon investigation it was found that two (2) of the complaints were outside the jurisdiction of the Board, while in the other four (4) cases, no grounds for complaint could be established.

EXPORT SHIPMENTS

In addition to the two (2) complaints regarding weights not disposed of at 31st December, 1933, twelve (12) specific complaints and one (1) general complaint in regard to the quality of export shipments together with three (3) complaints of shortages in weight, received by the Board were investigated and disposed of as follows:—

Compensation paid by loading elevator in respect to quality of grain.....	2
Compensation paid by loading elevator in respect to shortage of weight	1
Complaints <i>re</i> quality not upheld.....	11
Complaints <i>re</i> shortages in weights not upheld.....	4
Total.....	<hr/> 18 <hr/>

(b) PROSECUTIONS

During the year 1934 two (2) prosecutions for alleged breaches of the provisions of the Canada Grain Act have been instituted by the Board but these cases have not yet been disposed of by the Courts. The prosecution referred to in the last report as not having been disposed of by the Court resulted in the defendant being found guilty of violating the provisions of Section 149 of the Canada Grain Act and the imposition of a fine of five dollars (\$5.00) and costs.

(c) DEFAULTS

During the year 1934 there was one case of default by a licensee of the Board.

POCOCK GRAIN COMPANY, CALGARY, ALTA.

This firm, licensed by the Board to operate as Grain Commission Merchants and Grain Dealers defaulted in their obligation under the provisions of the Canada Grain Act, to make prompt settlement to shippers of Grain. Eleven (11) claims amounting to \$2,658.68, on account of grain consigned to this firm for sale on commission, were approved by the Board and settlement made in full from the proceeds of Dominion of Canada Bonds in the amount of \$3,500.00, filed with the Board by this firm as security for its commission merchant's licence. Sixteen claims, amounting to \$4,368.21, on account of grain purchased by this firm under its grain dealer's licence were approved by the Board and referred to the Canadian Indemnity Company for settlement under the terms of the Bond in the amount of \$5,000.00, executed by that Company and filed with the Board as security for the Grain Dealer's licence issued to the Pocock Grain Company, and settlement in full was duly made by the Bonding Company.

Two cases of default during the year 1933, which had not been finally disposed of at the date of the last report, were settled as follows:—

THE SUCCESS GRAIN COMPANY, LIMITED, WINNIPEG

Twenty-nine (29) claims on account of grain consigned for sale on commission and for grain purchased on track amounting to \$8,514.60 were paid in full by the Bonding Company and three (3) claims amounting to \$1,300.00,

on account of advances against consigned grain, were settled in full by representatives of the principals of the Success Grain Company, Limited.

RED DEER GRAIN COMPANY, LIMITED, RED DEER, ALTA.

Thirty-five (35) claims on account of grain sold to this company were approved by the Board and of these thirty-two (32) in the amount of \$8,276.55 were paid in full by the Bonding Company and the remaining three claims in the amount of \$428.45 were settled in full by members of the firm.

(d) CARS OUT OF TURN

No occasion arose during the year 1934 for the Board to order cars out of turn under the provisions of Section 68 of the Canada Grain Act, 1930.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON
1933-34

During the season which commenced 1st September, 1933, and ended August 31st, 1934, 186 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

5,793 applications for licences were received and 5,783 licences were issued. 10 of the applications received were withdrawn for various reasons.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	54	3	51	.....
Commission Merchants.....	62	1	61	.....
Grain Dealers.....	24	4	20	.....
Public Terminal Elevators.....	7	0	7	.....
Semi-public Terminal Elevators.....	38	0	38	.....
Private Terminal Elevators.....	37	0	37	.....
Eastern Elevators.....	30	0	30	.....
Mill Elevators.....	21	0	21	.....
Public Country Elevators.....	5,506	2	5,504	.....
Private Country Elevators.....	14	0	14	.....
	5,793	10	5,783	.....

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the Board on the dates shown:—

Track Buyer's Licence No. T. 115.—McKenzie Brothers of Lacombe, Alberta; application filed in error. Company not operating as Track Buyers of Grain; Cancelled 1st September, 1933.

Track Buyer's Licence No. T. 81.—Success Grain Company Limited; Company defaulted; Cancelled 4th December, 1933.

Commission Merchant's Licence No. C. 81.—Success Grain Company Limited; Company defaulted; Cancelled 4th December, 1933.

Grain Dealer's Licence No. G. 18.—Red Deer Grain Company Limited; Company defaulted; Cancelled 6th December, 1933.

Public Terminal Elevator Licence No. 16.—Vancouver Harbour Commissioners; Elevator at Vancouver, British Columbia; Ceased operating elevator and leased it to another Company; Cancelled 31st July, 1934.

Private Terminal Elevator Licence No. 69.—Spillers Limited, Elevator at Calgary, Alberta; Company ceased to operate; Cancelled 6th November, 1933.

Public Country Elevator Licence No. 5387.—Christian Community of Universal Brotherhood of Alberta Limited, Elevator at Lundbreck, Alberta; Applied for in error; Cancelled 1st September, 1933.

Public Country Elevator Licences Nos. 5493, 5494, 5495 and 5496.—Western Grain Company Limited, Elevators at Chaplin, Limerick, Gouldtown and Ponteix, Saskatchewan; Applications filed in error. Company not operating these elevators; Cancelled 1st September, 1933.

Public Country Elevator Licence No. 5497.—Mutual Grain Company Limited, Elevator at Morse, Saskatchewan; Application filed in error. Elevator not operated; Cancelled 1st September, 1933.

Public Country Elevator Licences Nos. 5463 and 5464.—F. G. Langford & Company Limited; Elevators at Peers, Alberta and Chilliwack, British Columbia; Bond cancelled by Surety Company; Cancelled 17th May, 1934.

Licence fees collected amounted to \$31,205.00; of this amount \$85.00 was refunded to the applicants; \$50.00 owing to applications having been withdrawn and \$35.00 on account of applications submitted in error.

Surety bonds amounting to \$25,164,291.50 were executed by 13 of the approved Surety Companies and were deposited with the Board as security covering the operations of the licensees; in addition three (3) of the licensees deposited negotiable bonds with a par value of \$15,500.00 in lieu of furnishing the usual forms of Surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS
1914-1915 to 1933-1934

(Licence year commences 1st of September)

Kind	1933- 1934	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916	1914- 1915
Public Country Elevators.....	5,504	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013	2,636
Private Country Elevators.....	14	9	12	385	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public Terminal Elevators.....	7	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13	13
Semi-public Terminal Elevators...	38	39	32	35	(Formerly licensed as Private Elevators)															
Private Terminal Elevators.....	37	38	37	40	*75	*80	*80	*67	*64	*65	*60	*32	*29	*25	*17	*18	*20	*21	*19	*18
Eastern Elevators.....	30	29	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†16	†18	†16	†18	†18
Mill Elevators.....	21	22	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	.....	.....	.....	.....	.....	.....	.....
Elevator space.....	.....	.....	.....	.....	1	1	1	3	3	2	2	2	.....	.....	.....	.....	7	7	10	7
Track Buyers.....	51	64	57	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195	140
Commission Merchants.....	61	63	64	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111	92
Grain Dealers.....	20	15	75	3	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....	.....	.....
Total number issued.....	5,783	5,949	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379	2,924

* Licensed as Private Elevators. † Licensed as Public Elevators. ‡ Licensed as Manufacturing Elevators.

(g) GRAIN LOADING PLATFORMS

During the year 1934, applications were made to the Board in accordance with the provisions of Section 60 of the Canada Grain Act, 1930, for the enlargement of an existing platform and the erection of a loading platform at another point. After investigating these applications, the Board required the railway companies concerned to comply with these applications and in both cases these directions of the Board have been complied with by the railway companies.

At the 31st December, 1934, there were 2,706 loading platforms in Western Canada at which farmers could load grain without putting it through a country elevator into 6,444 cars simultaneously.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS
IN WESTERN CANADA

Province	Number of platforms	Car capacity
Manitoba.....	632	1,764
Saskatchewan.....	1,279	3,033
Alberta.....	748	1,555
British Columbia.....	37	71
Ontario.....	10	21
Total as at 31st December, 1934.....	2,706	6,444

BOARD OF GRAIN COMMISSIONERS FOR CANADA

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report for the crop year 1933-34.

The following statistics, compiled from returns received from the Inspection and Weighing branches of the Board, from elevator licensees and from other official sources, indicate the amounts of grain handled by the different groups of elevators in the course of distribution between producer and consumer, and the amounts exported, consumed and remaining as carry-over at the end of the crop year, as compared with the total crop of Canada of the five principal grains.

CROP YEAR 1933-34 (ended 31st July)

—	Carry-over 31st July, 1933	Total crop in Canada	Total disposed of during year	Carry-over 31st July, 1934
	bush.	bush.	bush.	bush.
Wheat.....	211,740,188	269,729,000	288,146,325	193,322,863
Oats.....	42,044,758	307,478,000	318,493,478	31,029,280
Barley.....	11,338,322	63,359,000	63,608,137	11,089,185
Flaxseed.....	1,179,575	632,000	1,340,280	471,295
Rye.....	5,814,727	4,327,000	6,145,420	3,996,307

EXPORT SHIPMENTS OF CANADIAN GRAIN

—	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		To U.S.A. mills for grinding	Total
		Canadian	U.S.A.		
	bush.	bush.	‡bush.	bush.	bush.
Wheat.....	49,324,061	*78,144,923	26,938,000	‡11,262,106	165,669,090
Oats.....	3,318,587	2,057,624			5,376,211
Barley.....	771,692	820,489			1,592,181
Flaxseed.....				182,700	182,700
Rye.....	600	111,373			111,973

* Includes 2,707,891 bush. shipped via Port Churchill, Hudson Bay.

‡ For reasons of economy the U.S.A. Government no longer compile detailed records of exports of Canadian grain. Approximate figures for wheat only are now available.

‡ U.S.A. official records of wheat milled for export.

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1933

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	32,500,000	29,500,000	16,900,000	110,000	575,000
Saskatchewan.....	123,841,000	75,422,000	17,560,000	410,000	1,777,000
Alberta.....	94,500,000	72,500,000	12,783,000	43,000	902,000
Total.....	250,841,000	177,422,000	47,243,000	563,000	3,254,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	2,911,410	674,832	3,586,242
Saskatchewan.....	1,570,786	898,271	2,469,057
Alberta.....	1,505,553	696,032	2,201,585
Total.....	5,987,749	2,269,135	8,256,884

TOTAL DELIVERIES AT COUNTRY ELEVATORS (unrevised net figures)

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	23,019,604	3,367,911	4,753,592	34,137	140,591
Saskatchewan.....	108,201,163	17,972,468	6,017,453	302,315	797,543
Alberta and Brit. Columbia...	83,929,753	11,962,177	2,310,647	25,249	208,389
Total.....	215,150,520	33,302,556	13,081,692	361,701	1,146,523

TOTAL GRAIN INSPECTED, BY PROVINCES OF ORIGIN

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	30,141,870	2,618,000	5,237,150	26,425	180,250
Saskatchewan.....	111,278,000	15,423,200	5,601,150	303,940	950,500
Alberta.....	86,410,000	13,412,000	2,575,100	21,435	174,875
British Columbia.....	292,130	66,800			1,375
Total.....	228,122,000	31,520,000	13,413,400	351,800	1,307,000

TOTAL NET HANDLINGS AT FORT WILLIAM—PORT ARTHUR

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	143,691,064	11,755,726	7,958,899	230,202	1,180,598
Shipments.....	146,390,532	15,891,318	6,860,089	652,217	2,077,669

TOTAL NET HANDLINGS AT VANCOUVER—NEW WESTMINSTER

Receipts.....	48,355,133	2,797,529	551,406	2,717	62,663
Shipments.....	49,450,360	3,470,638	789,800	1,477	50,630

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	1,089,374	2,530			
Shipments.....	1,063	2,227			

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	933,924	1,137			
Shipments.....	5,516	9,212			

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,751,380				
Shipments.....	2,707,891				

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

<i>Receipts—</i>					
Calgary.....	2,608,177	293,720	265,743	82	1,568
Edmonton.....	2,289,013	668,899	45,066		
Lethbridge.....	154,839				
Moose Jaw.....	82,394	1,378,272	48,949	3,825	987
Saskatoon.....	176,377	725,490	33,074	1,273	
Total.....	5,310,800	3,066,381	392,832	5,180	2,555
<i>Shipments—</i>					
Calgary.....	2,295,401	227,886	265,743	82	1,568
Edmonton.....	1,991,363	743,490	47,696		
Lethbridge.....	151,079				
Moose Jaw.....	87,208	1,378,272	48,949	3,825	1,047
Saskatoon.....	1,115,254	739,704	34,005	1,273	
Total.....	5,640,305	3,089,352	396,393	5,180	2,615

TOTAL NET HANDLINGS AT NORTH TRANSCONA, MAN.

Receipts.....					
Shipments.....	16,792				

TRADE AND COMMERCE

TOTAL PRIMARY RECEIPTS AT INTERIOR PRIVATE TERMINAL AND MILL
ELEVATORS—(Unrevised)

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	33,618,658	9,439,383	4,668,548	3,934	142,109

TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	562,772	.....	143,696	.....	2,630
Shipments.....	635,853	.....	142,244	.....	2,630

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	160,166,233	17,872,117	7,496,274	631,970	837,049
Shipments.....	162,724,486	16,741,989	6,347,392	720,689	1,204,468

TOTAL HANDLINGS OF U.S.A. GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	213,286	2,946,633	.....	9,662,879	.....
Shipments.....	3,946,058	3,325,917	.....	14,072,959	740

TOTAL HANDLINGS OF OTHER FOREIGN GRAIN AT EASTERN ELEVATORS

South African corn.....	Receipts,	293,927 bush.;	Shipments,	911,194 bush.
Argentine corn.....	“	3,611,976 “	“	3,357,226 “
Argentine flaxseed.....	“	1,673,891 “	“	1,734,039 “
Indian flaxseed.....	“	444,206 “	“	444,206 “
Hungarian rye.....	“	78,629 “	“	78,629 “
Polish rye.....	“	5,310,820 “	“	5,286,749 “
Rumanian rye.....	“	943,521 “	“	943,521 “
Russian rye.....	“	1,120,958 “	“	1,120,958 “

ACTUAL IMPORTS OF OTHER FOREIGN GRAIN UNLOADED AT EASTERN ELEVATORS

South African corn.....	133,366 bush.;	Hungarian rye....	78,629 bush.
Argentine corn.....	2,856,539 “	Polish rye.....	2,669,229 “
Argentine flaxseed.....	1,614,012 “	Rumanian rye....	636,606 “
Indian flaxseed.....	283,507 “	Russian rye.....	560,832 “

IMPORTS OF FOREIGN GRAIN UNLOADED BY CANADIAN PACIFIC SEABOARD PORTS
ELEVATORS

United States wheat.....	9,234 bush.;	South African corn.....	8,928 bush.
Argentine corn.....	149,288 bush.		

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEAT-FLOUR, 12 MONTHS ENDED 31ST JULY, 1934, AS PUBLISHED BY THE DOMINION BUREAU OF STATISTICS, EXTERNAL TRADE BRANCH, COMPILED FROM CUSTOMS' RETURNS

	Via Atlantic Seaboard and Inland Ports of exit	Via Pacific Seaboard	Total
	bush.	bush.	bush.
Wheat.....	*122,036,249	48,197,766	170,234,015
	bbls.	bbls.	bbls.
Wheat-flour.....	4,289,893	1,164,743	5,454,636
	bush.	bush.	bush.
Total—as wheat.....	141,340,767	53,439,109	194,779,876
Oats.....	2,751,552	3,336,283	6,087,835
Barley.....	975,424	735,227	1,710,651
Rye.....	2,579,019	618	2,579,637
Flaxseed.....	187,371	36	187,407
Total.....	147,834,133	57,511,273	205,345,406

* Includes 2,707,879 bush. wheat shipped via Port Churchill, Hudson Bay.

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-PORT ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP YEAR, TOGETHER WITH THE AMOUNTS LATER RETURNED FROM U.S.A. LAKE PORTS FOR EXPORT VIA CANADIAN ST. LAWRENCE PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to all ports.....	145,918,034	13,913,478	6,624,490	2,071,861
To Canadian ports.....	100,677,537	13,913,478	6,404,490	234,403
To U.S.A. ports.....	45,240,497	.....	220,000	1,837,458
Returned to Canadian ports.....	2,062,068	.....	.....	.....
Net shipments to U.S.A. ports.....	43,178,429	.....	220,000	1,837,458
Net total to Canadian ports.....	102,739,605	13,913,478	6,404,490	234,403

TRANSPORTATION RATES

In order to guard against a repetition of the unusually low levels to which lake freight rates on shipments from Fort William-Port Arthur to Canadian ports fell in 1933, a meeting of Canadian steamship companies was held shortly before the opening of the 1934 season and fixed rates agreed upon as follows,—to Montreal 6 cents, Prescott 3¼ cents, Kingston 3 cents, Toronto 2¾ cents, Port Colborne, Sarnia, Goderich and Georgian Bay ports 2¼ cents per bus. of wheat. A rate of 6½ cents was also made for shipments to Sorel and Quebec, but the Board issued an order making the rate on export grain the same to Montreal, Sorel or Quebec, provided elevator and harbour charges remained the same as published in the tariffs. These fixed rates were closely adhered to until shortly before the close of the season when the usual seasonal advance took place.

The rate on shipments to Buffalo opened at $2\frac{1}{4}$ cents, fell to 2 cents early in June; to $1\frac{3}{4}$ cent a week or so later; to $1\frac{1}{2}$ cent the second week in July and to $1\frac{3}{8}$ cent and $1\frac{1}{4}$ cent late in August. Early in October it rose to $1\frac{1}{2}$ cent for the balance of the month, slipped back to $1\frac{3}{8}$ for two weeks in November and then fluctuated irregularly upwards to the close of the season.

For most of the crop year ocean freight rates on shipments from Canadian St. Lawrence and Atlantic ports kept pretty close to 1/6 to 2/- per 8 bus. to British ports, 7 cents per 100 lbs. to Antwerp and Rotterdam and 8 cents per 100 lbs. to Hamburg. During September and October, 1933, when a good volume of tonnage was chartered for shipments from St. Lawrence ports and again in March, somewhat higher rates were quoted.

Fluctuations in rates on shipments from Vancouver were more marked. From a rate of 12/- per ton to British ports at the commencement of the Crop Year, rates rose to 19/- by the end of October, fell back to 16/6 by early November, rose to 19/- and continued around that level from the end of November to the end of January. In February the rate fell to 17/6; by the end of March to 16/- and, after a slight advance to 17/- by the end of April and a steady rate of 16/- in May, fell sharply to 12/- at the end of the month. From that time a gradual rise took place which, by the end of the Crop Year, had reached 18/-. The rate to the Orient rose from \$1.85 at the commencement of the Crop Year to \$2.75 by the end of December and \$2.85 in February; and continued steady during the balance of the Crop Year.

PORT CHURCHILL

During August, September and October, 1933, 10 vessels were loaded with a total of 2,707,891 bus. wheat as compared with 2,736,030 bus. in 1932. The shipments in 1933 would probably have been larger but for the fact that the abnormally low freight rates on the Great Lakes at the time favoured the Montreal route by from $1\frac{1}{4}$ cent to $2\frac{1}{4}$ cents per bus. the comparable basis being $8\frac{1}{4}$ cents from Churchill and 6 cents to 7 cents via Montreal.

OFFICIAL WEIGH-UP OF STOCKS IN ELEVATORS

Following the annual weighing of stocks in store in public and semi-public terminal elevators in the Western division, detailed statements of overages and shortages were prepared for the Board. In addition, special statements showing the results of calculations of excess and deficiency were compiled in the manner prescribed in Section 138 of the Canada Grain Act. As the result of these calculations a very small excess due to the Crown from the Northland Elevator Co. Ltd. "B" and "E" elevator at Fort William was duly reported to the Board for demand of payment to be made.

Summaries of the results of the weigh-up are attached.

GENERAL

Copies of Statements showing the distribution, by countries of ports where unloaded, of export shipments overseas of Canadian Grain shipped at Canadian seaboard ports are attached. The willingness of shippers, importers overseas, vessel brokers and elevator licensees to co-operate to the extent of furnishing ports of unloading in detail, thus making the compilation of the statements possible, is gratefully acknowledged. Owing to data being no longer compiled by the U.S.A. Government, it is unfortunate details of the movement of Canadian grain via U.S.A. Atlantic ports are not now available, the final statements, in consequence, being to that extent incomplete.

Details of the movement of U.S.A. grain handled through Canadian elevators were compiled monthly, together with summary statements for the year and forwarded to the U.S.A. Government.

Among the attached statements of handlings of grain at Eastern elevators will be noticed summaries of foreign grain (other than U.S.A.), the greater part of which was imported by the U.S.A. via Montreal, where it was transferred to canallers for carriage to Kingston and Port Colborne and to larger vessels at those points for final movement to U.S. lake ports. It emphasizes the shortage of those grains during the past year. This year the need is far greater, drought and heat having reduced the yield of grain crops almost by one-half, besides ruining pastures and causing the death of large numbers of livestock. Large shipments of Canadian grain are being made to U.S.A. for use in milling, feeding and brewing.

In accordance with Section 102, Canada Grain Act, certified copies of all insurance policies covering grain in store were filed by managers of public and semi-public elevators. All were carefully scrutinized to ensure full compliance with the Act and values worked out periodically to verify insurance being ample to cover the value of the grain.

As required by the Inland Water Freight Rates Act, copies of charter confirmations covering lake shipments from Fort William-Port Arthur were filed by shippers. These were checked against actual shipments made and then used in working out weighted averages of rates paid, month by month, for shipments via different routes.

Details of prices of grain and averages of daily quotations at Winnipeg, Vancouver and other principal markets have been entered in the permanent records. Publications containing prices of grain at certain principal markets have also been obtained and placed on file in accordance with section 21, Canada Grain Act.

Following an operation, the death occurred early on Saturday the 14th October, 1933, of John B. Walker, Clerk, Grade 3, who had been a valued member of the staff from July, 1916. The transfer of a clerk from the Weighing Branch has filled the vacancy occasioned. With the aid of temporary additional assistance loaned by the Inspection Branch the current work of this Branch for the Crop Year was satisfactorily completed.

Yours faithfully,

E. A. URSELL,
Statistician.

FORT WILLIAM, ONT., 4th January, 1935.

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN ST. LAWRENCE-ATLANTIC SEABOARD PORTS, CROP YEAR 1933 34 (ENDED 31ST JULY)

Month	Wheat	Oats	Barley	Rye	Buck-wheat
	bush.	bush.	bush.	bush.	bush.
August—1933.....	9,303,043	12,012	50,038	25,714	2,506
September.....	9,062,762	47,497	14,583	17,143	.....
October.....	11,950,130	167,166	85,235	34,230	130,470
November.....	13,856,041	280,277	197,020	.....	118,410
December.....	2,084,605	23,563	.....	.....	20,000
January—1934.....	1,922,274	131,734	63,320	.....	19,046
February.....	1,946,758	122,652	.....	.....	10,197
March.....	1,651,447	9,410	8,328	.....	1,171
April.....	1,520,147	9,399	.....	.....	.....
May.....	10,564,941	425,170	46,333	17,143	1,085
June.....	6,997,044	285,243	91,665	17,143	13,044
July.....	4,577,840	543,501	263,967	.....	5,821
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

SUMMARY BY PORTS OF SHIPMENT

	Wheat	Oats	Barley	Rye	Buck- wheat
	bush.	bush.	bush.	bush.	bush.
Montreal.....	47,037,837	1,784,429	748,841	111,373	257,449
Sorel.....	7,832,610	.....	.....	.....	13,887
Quebec.....	12,864,891	.....	.....	.....	.....
Halifax.....	2,099,690	.....	.....	.....	.....
St. John.....	.....	.....	.....	.....	.....
West St. John.....	5,602,004	273,195	71,648	.....	50,414
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

SUMMARY BY COUNTRIES OF DESTINATION

Great Britain and Northern Ireland.....	38,921,485	2,019,278	800,208	111,373	23,333
Belgium.....	7,443,693	.....	.....	.....	51,171
Denmark.....	1,131,914	.....	.....	.....	.....
Finland.....	142,667	.....	.....	.....	.....
France.....	2,920,544	.....	.....	.....	.....
Germany.....	3,994,090	.....	.....	.....	1,000
Holland.....	12,808,935	9,412	20,281	.....	246,246
Irish Free State.....	2,054,295	.....	.....	.....	.....
Italy.....	2,929,298	.....	.....	.....	.....
Malta.....	56,000	.....	.....	.....	.....
Norway.....	1,689,600	.....	.....	.....	.....
Sweden.....	471,222	.....	.....	.....	.....
Newfoundland.....	.....	21,828	.....	.....	.....
British West Indies.....	5,732	7,106	.....	.....	.....
Brazil.....	451,830	.....	.....	.....	.....
New Zealand.....	18,667	.....	.....	.....	.....
South Africa.....	60,447	.....	.....	.....	.....
Algeria.....	55,013	.....	.....	.....	.....
Wrecked.....	281,600	.....	.....	.....	.....
Total.....	75,437,032	2,057,624	820,489	111,373	321,750

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN PACIFIC SEABOARD PORTS, CROP YEAR 1933-34 (ENDED 31ST JULY)

Month	Wheat	Oats	Barley	Rye	Oats groats
	bush.	bush.	bush.	bush.	pounds
August—1933.....	2,023,443	15,434	33,917	600	1,232,000
September.....	2,839,744	70,395	36,250	.....	.....
October.....	4,627,351	165,331	69,483	.....	.....
November.....	4,835,200	334,306	184,783	.....	.....
December.....	4,763,410	197,624	58,667	.....	.....
January—1934.....	7,043,883	218,797	81,188	.....	.....
February.....	5,076,923	364,737	118,883	.....	.....
March.....	3,924,154	339,581	27,125	.....	.....
April.....	3,562,128	452,094	37,479	.....	.....
May.....	2,577,053	355,630	60,708	.....	.....
June.....	3,719,774	470,682	16,334	.....	.....
July.....	4,330,998	333,976	46,875	.....	1,120,000
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

SUMMARY BY PORTS OF SHIPMENT

Vancouver-New Westminster.....	49,324,061	3,318,587	771,692	600	2,352,000
Prince Rupert.....	.....	.....	.....	.....	.....
Victoria.....	.....	.....	.....	.....	.....
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

SUMMARY BY COUNTRIES OF DESTINATION

	Wheat	Oats	Barley	Rye	Oats groats
					pounds
Great Britain and Northern Ireland.....	29,527,401	2,871,647	760,734	.....	2,352,000
Belgium.....	4,519,831	37,647	.....	.....	.....
Denmark.....	819,813	.....	.....	.....	.....
France.....	1,608,615	.....	.....	.....	.....
Germany.....	2,578,482	.....	.....	.....	.....
Greece.....	11,200	.....	.....	.....	.....
Holland.....	3,256,311	283,624	.....	.....	.....
Italy.....	1,263,404	6,588	.....	.....	.....
Malta.....	130,160	.....	.....	.....	.....
China.....	367,550	33,198	10,958	600	.....
Japan.....	4,162,950	.....	.....	.....	.....
Manila.....	867	9,882	.....	.....	.....
New Zealand.....	126,765	.....	.....	.....	.....
Bolivia.....	199,522	.....	.....	.....	.....
Chile.....	55,533	.....	.....	.....	.....
Colombia.....	148,223	3,401	.....	.....	.....
Peru.....	542,934	.....	.....	.....	.....
British West Indies.....	.....	72,012	.....	.....	.....
Mexico.....	4,167	588	.....	.....	.....
Guatemala.....	333	.....	.....	.....	.....
Total.....	49,324,061	3,318,587	771,692	600	2,352,000

EXPORT CLEARANCES OF CANADIAN GRAIN FROM PORT CHURCHILL, CROP YEAR
1933-34 (ENDED 31ST JULY)

Month loaded	Wheat
	bush.
August—1933.....	2,178,173
September.....	521,557
October.....	8,161
November to July.....	.....
Total.....	2,707,891

SUMMARY BY COUNTRIES OF DESTINATION

Great Britain.....	1,055,839
Belgium.....	594,457
France.....	439,619
Holland.....	501,000
Italy.....	116,976
Total.....	2,707,891

SUMMARY OF EXPORT CLEARANCES OF CANADIAN GRAIN TO OVERSEAS DESTINATIONS FROM CANADIAN PORTS ONLY, CROP YEAR 1933-34 (ENDED 31ST JULY)

	Wheat	Oats	Barley	Rye	Buck-wheat	Oats, groats
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver-New Westminster.....	49,324,061	3,318,587	771,692	600		2,352,000
Montreal.....	47,037,837	1,784,429	748,841	111,373	257,449	
Sorel.....	7,832,610				13,887	
Quebec.....	12,864,891					
Halifax.....	2,099,690					
West St. John.....	5,602,004	273,195	71,648		50,414	
Port Churchill.....	2,707,891					
Grand total.....	127,468,984	5,376,211	1,592,181	111,973	321,750	2,352,000

DISTRIBUTION OF EXPORT CLEARANCES OF CANADIAN WHEAT TO OVERSEAS DESTINATIONS—CROP YEAR 1933-34 (ENDED 31ST JULY)

	Via Canadian Pacific Seaboard Ports	Via Canadian St. Lawrence-Atlantic Seaboard Ports	Via Port Churchill	Total
	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	29,527,401	38,921,485	1,055,839	69,504,725
Irish Free State.....		2,054,295		2,054,295
Belgium.....	4,519,831	7,443,693	594,457	12,557,981
Denmark.....	819 813	1,131,914		1,951,727
Finland.....		142,667		142,667
France.....	1,608,615	2,920,544	439,619	4,968,778
Germany.....	2,578,482	3,994,090		6,572,572
Greece.....	11,200			11,200
Holland.....	3,256,311	12,808,935	501,000	16,566,246
Italy.....	1,263,404	2,929,298	116,976	4,309,678
Malta.....	130,160	56,000		186,160
Norway.....		1,689,600		1,689,600
Sweden.....		471,222		471,222
China.....	367,550			367,550
Japan.....	4,162,950			4,162,950
Manila.....	867			867
New Zealand.....	126,765	18,667		145,432
Algeria.....		55,013		55,013
South Africa.....		60,447		60,447
Newfoundland.....				
British West Indies.....		5,732		5,732
Bolivia.....	199,522			199,522
Brazil.....		451,830		451,830
Chile.....	55,533			55,533
Colombia.....	148,223			148,223
Peru.....	542,934			542,934
Guatemala.....	333			333
Mexico.....	4,167			4,167
Wrecked.....		281,600		281,600
Total.....	49,324,061	75,437,032	2,707,891	127,468,984

Shipments of Canadian Wheat via U.S.A. Atlantic Seaboard Ports—(approximate)..... 26,938,000
(For reasons of economy details and revised figures are not now compiled by the U.S. Department of Commerce. The figure shown above is the total of the figures published weekly during the year.)

The grand total of Export Clearances — 154,406,984 bush. Wheat — is not comparable with the official total of exports — 170,234,015 bush. Wheat — compiled from Custom's returns owing to quantities shipped to the U.S.A. being stored in bond or in process of milling and not included in U.S. official imports returns.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS,
CROP YEAR 1933-34 (ENDED 31ST JULY)

	Wheat	Oats	Barley	Flax- seed	Rye	Corn	Buck- wheat
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>							
From Montreal.....	47,037,837	1,784,429	748,841	.....	111,373	.....	257,449
Sorel.....	7,832,610	.....	.....	.....	.....	.....	13,887
Quebec.....	12,864,891	.....	.....	.....	.....	.....	.....
Halifax.....	2,099,690	.....	.....	.....	.....	.....	.....
St. John.....	.....	.....	.....	.....	.....	.....	.....
West St. John.....	5,602,004	273,195	71,648	.....	.....	.....	50,414
Total.....	75,437,032	2,057,624	820,489	.....	111,373	.....	321,750
<i>Shipped to U.S.A. Atlantic Sea- board Ports (For Export)—</i>							
From Port Colborne.....	99,000	.....	.....	.....	.....	.....	.....
<i>Shipped to U.S.A. Domestic Points—</i>							
From Georgian Bay ports....	.....	60,894	.....	.....	.....	.....	.....
Port Colborne.....	111,390	.....	.....	.....	.....	.....	.....
Montreal.....	.....	.....	.....	.....	699,288	.....	.....
Total.....	111,390	60,894	.....	.....	699,288	.....	.....
<i>Shipped to Canadian Domestic Points—</i>							
From Georgian Bay ports....	2,529,118	2,200,604	963,614	2,704	19,764	.....	.....
Lower Lake ports.....	1,421,675	1,965,216	598,829	.....	104,600	41,255	.....
St. Lawrence ports.....	849,058	2,215,685	665,558	.....	68,350	964	4,841
Atlantic Seaboard ports.....	34,056	148,404	27,476	.....	.....	.....	.....
Total.....	4,833,907	6,529,909	2,255,477	2,704	192,714	42,219	4,841
<i>Shipped to Canadian Mills—</i>							
From Georgian Bay ports....	8,637,033	3,961,586	332,846	122,396	58,207	.....	.....
Lower Lake ports.....	9,019,557	583,953	1,220,360	53,013	124,986	1,477	.....
St. Lawrence ports.....	3,683,123	10,991	13,476	348,940	.....	.....	.....
Atlantic Seaboard ports.....	.....	.....	.....	.....	.....	.....	.....
Total.....	21,339,713	4,556,530	1,566,682	524,349	183,193	1,477	.....
Grand Total exported or moved into consumptive channels...	101,821,042	13,204,957	4,642,648	527,053	1,186,568	43,696	326,591

Georgian Bay elevators include Goderich and Sarnia; Lower Lake elevators comprise Port Colborne, Toronto, Kingston and Prescott; St. Lawrence elevators comprise Montreal, Sorel and Quebec.

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1933-34 (ENDED 31ST JULY)

	U.S. Wheat	U.S. Oats	U.S. Rye	U.S. Corn
	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>				
From Montreal.....	391,941	.....	.....	51,000
Sorel.....	274,848	.....	.....	.....
Quebec.....	15,614	.....	.....	.....
West St. John.....	20,167	.....	.....	68,744
Total.....	702,570	.....	.....	119,744
<i>Shipped to U.S.A. Domestic Points—</i>				
From Georgian Bay ports.....	700,397	3,325,917	.....	11,128,508
Lower Lake ports.....	1,121,282	.....	.....	840,908
St. Lawrence ports.....	1,269,676	.....	740	.....
Total.....	3,091,355	3,325,917	740	11,969,416
<i>Shipped to Canadian Domestic Points—</i>				
From Georgian Bay ports.....	.....	.....	.....	42,354
Lower Lake ports.....	.....	.....	.....	76,882
St. Lawrence ports.....	.....	.....	.....	18,940
Total.....	.....	.....	.....	138,176
<i>Shipped to Canadian Mills—</i>				
From Georgian Bay ports.....	.....	.....	.....	253,975
Lower Lake ports.....	.....	.....	.....	1,237,726
St. Lawrence ports.....	.....	.....	.....	1,492
Total.....	.....	.....	.....	1,493,193
Grand total exported or moved into consumptive channels.....	3,793,925	3,325,917	740	13,720,529

DISTRIBUTION OF SHIPMENTS OF FOREIGN GRAIN (OTHER THAN U.S.A. GRAIN) FROM EASTERN ELEVATORS, CROP YEAR 1933-34 (ENDED 31ST JULY)

	South African corn	Argentine corn	Argentine flax- seed	Indian flax- seed	European rye
	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i>					
From Montreal.....	.....	1,020	.....	.....	.....
<i>Shipped to U.S.A. Domestic Points—</i>					
From Montreal.....	.....	.....	1,148,621	122,291	78,629 Hungarian. 329,165 Rumanian.
From Lower Lake ports.....	.....	.....	.....	160,699	2,641,591 Polish. 306,915 Rumanian. 560,126 Russian.
Total.....	.....	.....	1,148,621	282,990	3,916,426
<i>Shipped to Canadian Domestic Points—</i>					
From Halifax and St. John.....	122,612	430,336	.....	.....	.....
St. Lawrence ports.....	310,137	1,177,789	.....	.....	.....
Lower Lake ports.....	137,929	214,839	.....	.....	.....
Total.....	570,678	1,822,964	.....	.....	.....
<i>Shipped to Canadian Mills—</i>					
From Halifax and St. John.....	52,480	308,355	.....	.....	.....
St. Lawrence ports.....	.....	48,000	465,539	.....	.....
Lower Lake ports.....	127,136	330,414	.....	.....	.....
Georgian Bay ports.....	.....	.....	59,879	.....	.....
Total.....	179,616	686,769	525,418	.....	.....
Grand total exported or moved into consumptive channels.....	750,294	2,510,753	1,674,039	282,990	3,916,426

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 31ST JULY, 1934

SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Canadian Government elevators—	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Calgary.....	.....	9,924-50	897-12	.....	1,546-06	.....	802-04	.....	.....	.....	.....	.....	11,340.	.....
Edmonton.....	.....	5,316-20	1,215-20	.....	509-04	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lethbridge.....	.....	58-00	.....	.....	10-30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moose Jaw.....	197-10	.....	629-04	.....	.....	.....	.....	.....	.....	29-16	.....	.....	.....	.....
Saskatoon.....	.....	2,572-40	459-10	.....	.....	.....	22-39	.....	18-24	.....	.....	.....	.....	.....
Pacific Terminal Elevator Company Limited, Vancouver.....	1,027-10	.....	145-20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	1,224-20	17,871-50	3,346-32	.....	2,066-06	.....	824-43	.....	18-24	29-16	.....	.....	11,340.	.....
Net Total—Surplus..... or Deficit.....	.....	.....	3,346-32	.....	2,066-06	.....	824-43	.....	.....	.....	.....	.....	11,340	.....

Harbour Commissioners' elevator No. 2, Vancouver, was also operated under a public terminal licence during a portion of the licence year. All grain was shipped out without either overage or shortage being revealed and the elevator was found empty on examination at the time of the annual weigh-uns.

ANNUAL WEIGH-UP, 31ST JULY, 1934—Con.

SUMMARY of results of calculations of Excess or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up 31st July, 1934, of grain in stores in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co., Ltd.....					770-20	7,724-30	9,016-10	130-50
Canadian Consolidated Grain Co., Ltd.—								
“Empire” elevator.....	873-00					2,473-10	5,098-10	130-40
“Thunder Bay” elevator.....					408-10	2,947-00	17,758-20	465-00
“Terminal No. 3” elevator.....			583-30		50-30	7,470-40		
Eastern Terminal Elevator Co., Ltd.....	5,305.30					18,151-10	1,172-50	4,028-40
Federal Grain Ltd.—								
“Consolidated” elevator.....					153-20	5,833-50	866-10	3-20
“Northwestern” elevator.....					1,318-20	1,766-10	1,866-10	289-10
“Stewart” elevator.....					84-00	9,725-40	521-40	5-00
Fort William Elevator Co., Ltd.....				191-50	50-10	2,112-40	1,084-20	
Grand Trunk Pacific Elevator Co., Ltd.....	3,370-50			12,344-50		62,293-50	6,200-20	
Manitoba Pool Elevators Ltd. “Terminal No. 1”.....		198-40			23-20		3,617-30	480-00
McCabe Bros. Grain Co., Ltd.....					106-40	3,387-40	2,282-50	295-30
Northland Elevator Co., Ltd., “B” and “E”.....		41-10		57-00	30-10		8-40	
Northland Elevator Co., Ltd., “D”.....					817-00	14,459-50	1,389-10	50-50
Ogilvie Flour Mills Co., Ltd.....		8,407-00			62-30		17,303-40	158-10
N. M. Paterson & Co., Ltd.....						15,724-30	23,798-20	68-40
Phoenix Elevator Co., Ltd.....	8,618-30				59-10	727-20	534-50	2-40
Reliance Grain Co., Ltd.....					82-30	12,385-10	3,657-20	2,154-50
Saskatchewan Pool Terminals Ltd.—								
“Terminal No. 4”.....					667-20	10,598-10	2,359-40	791-20
“Terminal No. 5”.....					241-10	8,350-20	3,585-50	108-40
“Terminal No. 6”.....					565-30	7,645-20	27,188-40	1,007-30
“Terminal No. 7”.....					651-40	5,875-10	2,356-40	2,528-30
Searle Terminal Limited.....					3,185-40	27,173-30	32,831-00	4,852-00
Superior Elevator Co., Ltd.....					47-40	7,323-00	10,897-00	83-30
Union Terminal Limited.....				932-20	316-50	4,354-10	4,610-40	
United Grain Growers’ Terminals Ltd.....	8,843-20			6,907-40		31,090-00	12,005-30	
Western Grain Co., Ltd.....	176-20					92-40	2,690-30	118-30

From one elevator licensee only was an excess due to the Crown. Demand was made by the Board upon the Northland Elevator Co., Ltd. for 11 bushels One Manitoba Northern and 48-20 bushels Three Manitoba Northern, or the value thereof, being the excess due to the Crown in respect of elevator “B” and “E”.

ANNUAL WEIGH-UP, 31ST JULY, 1934—*Cont.*

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, 31st July, 1934, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS at VANCOUVER-NEW WESTMINSTER, PRINCE RUPERT and VICTORIA, B.C.; CHURCHILL and NORTH TRANSCONA, MAN., and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS			DEFICIENCY				
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
<i>Vancouver-New Westminster—</i> Alberta Wheat Pool “Number 1” ele- vator.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Columbia Grain Elevator Co., Ltd.....				1,042-00	3,328-40	4,216-20	1,029-10	.....
Midland Pacific Terminal Ltd.....				1,302-13	42-50	233-20	607-20	38,908-00
Searle Terminal Ltd.....	976-20	918-10		9,027-00	3,319-00	1,098-32	12,180-53	.....
United Grain Growers Terminals Ltd...		2,367-50		631-40	1,070-30		10,523-20	.....
Vancouver Terminal Co., Ltd.....					3,344-20	12,495-30	10,323-00	5,859-40
<i>Prince Rupert—</i> Alberta Wheat Pool “Number 3” ele- vator.....		22-10			45-00		79-50	4-20
<i>Victoria—</i> Alberta Wheat Pool “Number 4” ele- vator.....				428-00		94-00	1,060-40	.....
<i>Churchill, Man.—</i> Hudson Bay Railway Terminals (Cana- dian Government) elevator.....					661-50	4,420-00	2,286-30	55-40
<i>North Transcona, Man.—</i> Eastern Terminal Elevator Co., Ltd.....			263-20			3,154-00	.....	.....

In no case was an excess due to the Crown.

Fort William, Ontario.

APPENDIX No. 2

COMMITTEE ON WESTERN GRAIN STANDARDS

- E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 Dr. W. F. Geddes, Chemist in charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing Millers of Wheat Flour.
- | | | |
|--------------------|---|---|
| George Bennett | } | representing Grain Growers in Alberta. |
| W. H. Fairfield | | |
| C. C. Gillies | | |
| B. S. Plumer | | |
| Dean A. M. Shaw | } | representing Grain Growers in Saskatchewan. |
| J. Wellbelove | | |
| A. E. Wilson | | |
| G. E. Canfield | | |
| A. Sproule | } | representing Grain Growers in Manitoba. |
| P. F. Bredt | | |
| Dr. G. P. McRostie | | |
| J. Quick | | |
- K. Campbell, representing Grain Growers in British Columbia.
 C. J. Drake, Secretary.

COMMITTEE ON EASTERN GRAIN STANDARDS

- D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing Montreal Board of Trade.
 E. D. Sullivan, representing Toronto Board of Trade.
 T. A. Climo, representing Exporters of Grain.
- | | | |
|----------------|---|---|
| C. H. G. Short | } | representing Millers of Wheat in the Eastern Div. |
| J. J. Page | | |
| H. A. Gilroy | } | representing Grain Growers in Ontario. |
| W. A. Amos | | |
- J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 J. M. Vittie, additional.
 G. E. McConney, additional.
 F. D. Tolchard, Secretary, Toronto.
 H. C. Beatty, Secretary, Montreal.

APPENDIX No. 3

GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman)	Vacant, (Chairman).	C. R. Manahan (Chairman).
Grant Hammond.	C. Floyd.	J. W. Allen.
J. McMahon.	F. T. Allison.	W. H. Boyle.
A. F. Moore.	J. A. Harris.	A. Fraser.
J. Murray.	W. McLeod.	C. C. Gillies.
S. C. Swanton.	E. J. Munson.	J. A. Kyle.
C. J. Wells.	A. Pierson.	L. T. Ingram.
P. V. Wright.	C. W. Roenish.	R. H. Settle.
C. J. Drake (Secretary).	Vacant (Secretary).	F. J. Wolfe.
		John Blue (Secretary).

<i>Toronto</i>	<i>Montreal</i>
C. B. Watts (Chairman).	C. B. Esdaile (Chairman).
C. W. Band.	B. J. Bolan.
R. I. Braiden.	A. Chaplin.
N. H. Campbell.	T. B. Earle.
C. W. Heimbecker.	R. Hume.
L. S. Johnston.	H. C. Beatty (Secretary).
W. H. McCarthy.	
G. E. McConney.	
E. D. Sullivan.	
F. D. Tolchard (Secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1934

	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	420	87	1	332
Calgary.....	295	53	2	240
Edmonton.....	425	62	—	363
Toronto.....				
Montreal.....				

APPENDIX No. 4

WINNIPEG, MAN., 31st December, 1934.

The Secretary,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

SIR,—There is submitted herewith statement showing the total registrations and registrations for cancellation of terminal elevator warehouse receipts and Eastern warehouse receipts or transfer receipts during the crop year ended August 31st, 1934.

The registration system for Eastern warehouse receipts and transfer receipts covering grain delivered to and shipped from Eastern elevators was inaugurated on the 16th of October, 1933, in accordance with the amendments to Section 15, Paragraph (V), Sections One Hundred and Twenty-six, One Hundred and Twenty-seven, One Hundred and Twenty-eight, One Hundred and Twenty-nine and One Hundred and Thirty-five of the Canada Grain Act, 1930, assented to on the 9th of May, 1933, and the Board's Regulation No. 35 dated 12th of September, 1933.

As the majority of terminal elevator operators at the Head of the Lakes utilized the Winnipeg office of the Registration Branch for registering and cancelling their warehouse receipts, the Fort William office of the Registration Branch was closed on the 15th of September, 1933, and Deputy Registrar R. C. Deakin, in charge at that point, was transferred to Montreal to open a registration office there.

Since becoming fully conversant with the new system, the operators of Eastern elevators have co-operated very well and the system now appears to be well established.

Further amendments to Section One Hundred and Twenty-six of the Canada Grain Act, 1930, assented to on the 28th of June, 1934, simplified the system.

Yours respectfully,

W. T. TODD,
Registrar.

TERMINAL WAREHOUSE RECEIPTS

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg—</i>		
Wheat.....	147,015,059-50	155,191,300-40
Oats.....	12,518,137-16	13,798,280-15
Barley.....	9,538,580-43	11,025,200-43
Flax.....	445,694-32	881,026-13
Mixed grain.....	76,869-40	27,255-
Rye.....	2,398,915-23	3,143,778-16
Corn.....	113,713-12	112,625-10
Barley malt.....	216,494-06	214,632-28

TERMINAL WAREHOUSE RECEIPTS—*Concluded*

	Bushels Registered	Bushels Registered for Cancellation
<i>Vancouver—</i>		
Wheat.....	51,687,944-30	50,229,517-
Oats.....	2,838,233-16	2,984,702-04
Barley.....	491,108-30	824,807-14
Flax.....	1,701-53	1,527-35
Mixed grain.....	9,243-20	440-
Rye.....	9,493-36	54,956-55
Corn.....		20,004-06
Oat groats.....	45,683-26	22,400-
<i>Calgary—</i>		
Wheat.....	2,607,440-50	2,288,941-50
Oats.....	195,291-26	214,332-26
Barley.....	265,848-26	265,743-16
Flax.....	81-34	81-34
Mixed grain.....		128-
Rye.....	1,567-28	1,567-28
Corn.....	18-02	18-02
<i>Edmonton—</i>		
Wheat.....	2,297,511-10	1,999,845-20
Oats.....	659,602-20	699,609-22
Barley.....	46,452-34	47,696-02
Mixed grain.....	1,217-30	1,217-30
<i>Lethbridge—</i>		
Wheat.....	271,162-50	156,592-50
<i>Moose Jaw—</i>		
Wheat.....	141,810-00	87,208-10
Oats.....	1,379,802-22	1,378,273-12
Barley.....	49,832-34	48,949-18
Flax.....	3,825-27	3,825-27
Mixed grain.....	1,342-10	1,342-10
Rye.....	986-38	1,046-38
<i>Saskatoon—</i>		
Wheat.....	198,172-50	404,539-20
Oats.....	741,052-12	735,602-04
Barley.....	31,095-20	32,779-43
Flax.....	1,273-18	1,272-32
Mixed grain.....	3,474-20	3,528-10
<i>Total—</i>		
Wheat.....	204,219,102-00	210,357,945-10
Oats.....	18,332,120-10	19,810,800-15
Barley.....	10,422,918-43	12,245,176-40
Flax.....	452,576-52	887,733-29
Mixed grain.....	92,147-20	33,911-00
Rye.....	2,410,963-13	3,201,349-25
Corn.....	113,731-14	132,647-18
Barley malt.....	216,494-06	214,632-28
Oat groats.....	45,683-26	22,400-00

EASTERN WAREHOUSE RECEIPTS OR TRANSFER RECEIPTS

<i>Montreal—</i>		
Wheat.....	116,656,213-50	91,552,047-20
Oats.....	15,805,249-13	14,055,837-21
Barley.....	7,343,763-14	5,523,000-11
Flax.....	1,966,721-18	1,851,237-22
Rye.....	7,624,069-24	7,639,410-51
Corn.....	17,969,676-16	12,800,411-39
Buckwheat.....	140,681-04	142,195-12
Screenings.....	326,794-08	235,355-18

APPENDIX No. 5

WINNIPEG, MAN., November 9th, 1934.

J. RAYNER, ESQ.,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I herewith submit my annual report covering the car and cargo inspections in the Eastern and Western Divisions for the crop year ending July 31st, 1934.

The crop of the past year was the smallest the Inspection Branch have handled since 1920. This was due to the continual drought and intense heat conditions, together with grasshopper damage over a large area of the central and southern portions of the three Western Provinces. However, in spite of the adverse conditions, the Red Spring and Durum Wheats produced, were of a high grade and good quality. A period of rainy weather prevailed in some of the northern sectors during the harvesting operations, which resulted in considerable tough and damp grain being marketed.

The total number of cars inspected in the Western Division for the year 1933-34 was 178,463 as against 239,411 in the previous year.

Yours truly,

JAS. D. FRASER,
Chief Inspector.

WESTERN DIVISION

The total primary inspections in the Western Division from August 1, 1933, to July 31, 1934, are made up as follows:—

	Cars	Per- centages
Wheat.....	153,102	85.79
Oats.....	15,136	8.48
Barley.....	8,710	4.88
Flaxseed.....	359	0.20
Rye.....	979	0.55
Mixed grain.....	137	0.08
Buckwheat.....	2	0.00
Screenings.....	38	0.02
Total.....	178,463	100.00

The grades of Wheat are as follows:—

	Cars	Per- centages
1 Manitoba Hard.....	11,140	7.276
1 Manitoba Northern.....	59,683	38.983
2 Manitoba Northern.....	44,677	29.181
3 Manitoba Northern.....	6,877	4.492
4 Manitoba Northern.....	4,410	2.880
No. 5.....	1,772	1.157
No. 6.....	785	0.513
Sample wheat.....	78	0.052
Feed.....	295	0.193
Smutty.....	385	0.252
Tough.....	15,599	10.188
Damp.....	212	0.139
Rejected.....	580	0.379
1 Amber Durum.....	4,254	2.779
2 Amber Durum.....	1,249	0.816
3 Amber Durum.....	321	0.210
4 Amber Durum.....	26	0.018
5 Amber Durum.....	1	Nil
Smutty Amber Durum.....	25	0.016
Tough Amber Durum.....	47	0.031
Sample Amber Durum.....	1	Nil
Rejected Amber Durum.....	356	0.233
Red Durum.....	1	Nil
1 White Spring.....	65	0.043
2 White Spring.....	35	0.023
3 White Spring.....	31	0.020
Smutty White Spring.....	2	0.001
Tough White Spring.....	12	0.008
Rejected White Spring.....	6	0.004
1 mixed wheat.....	10	0.007
2 mixed wheat.....	2	0.001
3 mixed wheat.....	23	0.016
4 mixed wheat.....	2	0.001
5 mixed wheat.....	52	0.034
6 mixed wheat.....	1	Nil
Tough mixed wheat.....	4	0.003
Smutty mixed wheat.....	2	0.001
Rejected mixed wheat.....	7	0.005
Damp mixed wheat.....	2	0.001
1 Alberta Red Winter.....	48	0.031
2 Alberta Winter.....	15	0.009
3 Alberta Winter.....	1	Nil
Tough Alberta Winter.....	2	0.001
Smutty Alberta Winter.....	5	0.003
Rejected Alberta Winter.....	1	Nil
Total.....	153,102	100.000

The grades of Oats are as follows:—

	Cars	Per- centages
1 C.W.....	30	0.198
2 C.W.....	4,546	30.034
3 C.W.....	3,850	25.436
Special feed.....	57	0.377
Ex. 1 feed.....	837	5.530
1 feed.....	3,655	24.148
2 feed.....	907	5.992
3 feed.....	82	0.542
Mixed feed oats.....	22	0.145
Rejected oats.....	20	0.132
Tough.....	1,070	7.069
Damp.....	51	0.338
Sample.....	9	0.059
Total.....	15,136	100.000

The grades of Barley are as follows:—

	Cars	Per- centages
2 C.W. (six row).....	2	0.023
3 Ex. C.W. (six row).....	2,263	25.982
2 C.W. (two row).....	10	0.115
3 Ex. C.W. (two row).....	140	1.607
3 Ex. C.W. (trebi).....	38	0.436
3 C.W.....	2,578	29.598
4 C.W.....	955	10.964
5 C.W.....	440	5.052
6 C.W.....	74	0.850
Rejected.....	4	0.046
Tough.....	2,161	24.810
Damp.....	42	0.482
Sample.....	3	0.035
Total.....	8,710	100.000

The grades of Flax are as follows:—

	Cars	Per- centages
1 C.W.....	325	90.529
2 C.W.....	15	4.179
3 C.W.....	7	1.949
4 C.W.....	2	0.557
Tough.....	9	2.507
Sample.....	1	0.279
Total.....	359	100.000

The grades of Rye are as follows:—

	Cars	Per- centages
1 C.W.....	32	3.269
2 C.W.....	362	36.977
3 C.W.....	446	45.557
4 C.W.....	30	3.064
Ergoty rye.....	40	4.086
Rejected.....	3	0.306
Tough.....	65	6.639
Sample.....	1	0.102
Total.....	979	100.000

The grades of Mixed Grains are as follows:—

	Cars	Per- centages
No. 1.....	25	18.249
No. 2.....	11	8.029
No. 3.....	84	61.314
Tough.....	12	8.759
Sample.....	2	1.460
Smutty.....	1	0.729
Rejected.....	2	1.460
Total.....	137	100.000

The number of cars of grain inspected at the various points during the crop year August 1st, 1933 to July 31st, 1934.

	Cars	Per- centages
Winnipeg.....	118,954	66.653
Calgary.....	19,202	10.760
Duluth.....	396	0.223
Moose Jaw.....	5,285	2.962
Saskatoon.....	6,591	3.693
Medicine Hat.....	2,304	1.292
Lethbridge.....	81	0.045
Prince Rupert.....	27	0.015
Vancouver.....	902	0.506
Edmonton.....	22,815	12.784
Churchill.....	1,906	1.067
Total.....	178,463	100.000

SUMMARY OF CARS RE-INSPECTED

	Winnipeg			Calgary		
Cars inspected.....	118,954			19,202		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	17,775	70.89	14.94	1,662	67.69	8.65
Grades raised.....	5,788	23.08	4.87	439	17.89	2.29
Grades lowered.....	138	0.55	0.12	17	0.69	0.09
Dockage raised.....	187	0.75	0.16	81	3.30	0.42
Dockage lowered.....	1,185	4.73	0.99	256	10.43	1.33
Totals.....	25,073	100.00	21.08	2,455	100.00	12.78

	Edmonton			Saskatoon		
Cars inspected.....	22,815			6,591		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	4,480	79.49	19.63	364	82.73	5.52
Grades raised.....	825	14.64	3.62	66	15.00	1.00
Grades lowered.....	79	1.40	0.35	2	0.45	0.03
Dockage raised.....	114	2.02	0.49	1	0.23	0.01
Dockage lowered.....	138	2.45	0.60	7	1.59	0.11
Totals.....	5,636	100.00	24.69	440	100.00	6.67

	Moose Jaw			Medicine Hat		
Cars inspected.....	5,285			2,304		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	332	87.60	6.28	21	58.34	0.91
Grades raised.....	41	10.82	0.77	5	13.89	0.22
Grades lowered.....	5	1.32	0.09	3	8.33	0.13
Dockage raised.....				3	8.33	0.13
Dockage lowered.....	1	0.26	0.02	4	11.11	0.17
Totals.....	379	100.00	7.16	36	100.00	1.56

TRADE AND COMMERCE

RECAPITULATION OF REINSPECTIONS

	Cars	Percentages	Percentage of total inspections
Left as graded.....	24,634	72.41	13.80
Grades raised.....	7,164	21.06	4.01
Grades lowered.....	244	0.72	0.14
Dockage raised.....	386	1.13	0.22
Dockage lowered.....	1,591	4.68	0.89
Totals.....	34,019	100.00	19.06
Total—			
Reinspections.....	34,019	.....	19.06
Left as graded.....	24,634	13.80	.....
Changes.....	9,385	5.26	19.06

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	P.c.	Cars	P.c.	Cars	P.c.	Cars	P.c.
Left as graded.....	332	79.05	240	81.35	363	85.41	935	82.02
Grades raised.....	87	20.71	42	14.24	60	14.12	189	16.58
Grades lowered.....	1	0.24	2	0.68	.....	.....	3	0.26
Dockage raised.....	.....	.....	.....	.....	.....	.....	.....	.....
Dockage lowered.....	.....	.....	11	3.73	2	0.47	13	1.14
	420	.....	295	.....	425	.....	1,140	.....

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Percentages
Total inspections.....	178,463	100
Total appeals.....	1,140	.638
Total grades sustained.....	935	0.524
Total grades changed.....	205	0.114 .638

BUSHELS OF GRAIN INSPECTED AND SHIPPED BY VESSEL, AUGUST 1st, 1933 TO JULY 31st, 1934

	Fort William and Port Arthur	Vancouver and New Westminster	Prince Rupert	Victoria	Churchill, Man.	Duluth and Superior
Wheat.....	149,309,234	48,802,314	.....	.....	2,707,891	510,196
Oats.....	15,037,411	2,484,294	.....	.....	.....	.....
Barley.....	8,397,091	764,720	.....	.....	.....	32,409
Flaxseed.....	777,251	.....	.....	.....	.....	.....
Rye.....	3,731,770	.....	.....	.....	.....	.....
Mixed grain.....	12,152	.....	.....	.....	.....	.....
Oats groats.....	53,915	.....	.....	.....	.....	.....
Screenings.....	1,329,112	6,650	16,267	.....	.....	.....

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL ELEVATOR,
AUGUST 1st, 1933 TO JULY 31st, 1934

—	Duluth	Ft. Wm. and Pt. Ar.	Winni- peg	Cal- gary	Prince Rupert	Moose Jaw	Saska- toon	Leth- bridge	Van- couver	Edmon- ton
Wheat.....	85	1,177	655	1,540	.....	153	767	83	290	1,225
Oats.....	989	472	222	1	997	382	.....	210	1,177
Barley.....	400	309	319	.....	27	11	.....	37	88
Flaxseed.....	107	.....	.....	.....	1	1	.....	1	.....
Rye.....	192	10	5	.....	1	.....	.....	26	.....
Mixed grain.....	14	22	24	.....	2	.....	.....	3	14
Corn.....	38	.....	.....	.....	.....	.....	.....	.....	.....
Screenings.....	477	171	191	.....	47	123	1	578	30
Oats groats.....	10	.....	.....	.....	.....	.....	.....	.....	.....
	85	3,404	1,639	2,301	1	1,228	1,284	84	1,145	2,534

GARNET WHEAT
WESTERN INSPECTION DIVISION

Cars containing a percentage of Garnet Wheat, inspected in the crop year August 1st, 1933, to July 31st, 1934, graded into the Two Northern and lower grades of Red Spring Wheat:—

Inspected at	Total cars Red Spring	Cars containing Garnet	Percentage of Garnet
Vancouver.....	783	17	2.17
Edmonton.....	18,819	1,884	10.01
Medicine Hat.....	2,220	5	0.22
Calgary.....	17,143	4,479	26.13
Saskatoon.....	3,654	343	9.39
Winnipeg.....	98,412	12,560	12.76
Moose Jaw.....	3,318	114	3.44
Churchill.....	1,906	625	32.79
Total.....	146,255	20,027	13.69

EASTERN DIVISION

TOTAL INSPECTIONS, AUGUST 1st, 1933 TO JULY 31st, 1934

Cargoes—	Bushels
Grain grown in Eastern Division.....	2,630
Grain grown in United States.....	464,596
Grain grown in Western Division.....	99,883
	567,109
At Montreal.....	398,483
At Quebec.....	99,883
At St. John, N.B.....	68,743
	567,109
Car Loads—	Cars
Grain grown in Eastern Division—	
At Toronto.....	103
At Montreal.....	239
	342

GRAIN CARGOES SAMPLED BUT NOT INSPECTED AUGUST 1ST, 1933 TO JULY 31ST, 1934

	Bushels
Western Grain.....	116,397,560
United States grain a/c shippers.....	322,308
Eastern grain a/c shippers.....	328,223
Argentine grain a/c shippers.....	2,555,888
South African corn a/c shippers.....	80,411
Polish grain a/c shippers.....	2,534,855
	122,219,245
At Montreal.....	86,463,747
At Sorel.....	12,149,574
At Quebec.....	16,215,099
At St. John, N.B.....	5,442,646
Halifax.....	1,948,179
	122,219,245

CAR LOADS SAMPLED BUT NOT INSPECTED AUGUST 1ST, 1933 TO JULY 31ST, 1934

	Montreal Cars	Toronto Cars
Western grain.....	390	6
Eastern grain.....	4	194
United States grain.....	8	.....
South African grain.....	29	.....
Argentine grain.....	281	8
	712	208

GRADES OF CARGOES INSPECTED

	Bushels
Grain grown in Eastern Division—	
No. 3 Buckwheat.....	2,630
Grain grown in United States—	
No. 1 Hard Winter Wheat.....	65,507
No. 2 Hard Winter Wheat.....	257,746
No. 2 Yellow Corn.....	21,600
No. 2 Mixed Corn.....	119,743
	464,596
Grain grown in Western Division—	
No. 1 Manitoba Northern.....	99,883

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
Wheat—			
No. 2 White Winter.....	7	.....	7
No. 2 Red Winter.....	10	.....	10
No. 3 Red Winter.....	1	.....	1
No. 2 Mixed Winter.....	43	.....	43
No. 3 Mixed Winter.....	9	.....	9
Rejected Mixed Winter.....	4	.....	4
No. 1 Commercial.....	1	.....	1
No. 2 Commercial.....	1	.....	1
			76
Oats—			
No. 2 White.....	.....	3	3
No. 3 White.....	.....	36	36
No. 4 White.....	.....	15	15
Rejected White.....	.....	6	6
			60
Barley—			
No. 3 Extra... ..	3	.....	3
No. 3.....	2	.....	2
			5
Buckwheat—			
No. 2.....	14	53	67
No. 3.....	8	109	117
No. 4.....	.....	7	7
Rejected.....	.....	7	7
			198
Mixed Grain.....	.....	3	3
	103	239	342

APPENDIX No. 6

MR. J. RAYNER,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—Herewith is my annual report for the crop year ending July 31st, 1934:

In the Western Division this Branch supplied weighing services at public terminal elevators, semi-public terminal elevators and private terminal elevators licensed by the Board. In the Eastern Division, weighing services have been supplied on a fees basis at the following Eastern elevators:

Goderich Elevator.
Western Canada Flour Mills Elevator, Goderich.
Canada Steamship Lines Elevator, Midland.
Midland Simcoe Elevator, Midland.
Canadian National Railways Elevator, Midland.
Aberdeen Elevator, Midland.
The Great Lakes Elevator, Owen Sound.
Canadian Pacific Railway Elevator, Port McNicoll.
Sarnia Elevator, Sarnia.
Toronto Elevator, Toronto.

The equipment used in receiving and shipping grain in the various elevators where weighing services have been supplied, has been maintained in good condition under the supervision of officers of this Branch.

The scales in the elevators at Fort William and Port Arthur, the Canadian Government Interior elevators, the Department of Railways and Canals elevator at Port Churchill, and those loading to tide water at Pacific Coast ports, have been inspected twice during the year. The regular annual inspection, as required under the Weights and Measures Act, was carried out under my authority as Inspector of Weights and Measures of Terminal Elevator Scales. The semi-annual inspection of the above scales was made to ensure the continued accuracy of the scales.

Special tests were made of various scales during the crop year when deemed necessary and upon request. These scales have been kept in good condition by an expert scale mechanic.

The inspection of scales, as required under the Act, in the elevators licensed by the Board in the Eastern Division, was carried out by Mr. P. J. Marples of Montreal.

A further decrease has taken place in the personnel of the permanent and seasonal staff during the year, as follows: twelve superannuated, one transferred and one deceased.

The number of complaints received on the outturn of cars received at terminal elevators has been very small considering the large number of cars handled. Every precaution is taken at the terminal elevators, both with regard to the accuracy of scales and close supervision by the Weighing Staff over the weighing of car loads of grain received from country points. However, there are bound to be complaints, some of which are due to errors at loading, leaks repaired in transit, pilferage, leaks on arrival and other causes beyond the knowledge or jurisdiction of the weighman at the terminal elevator. Complaints received have been investigated and where the investigation has warranted it, adjustments have been made in the amount of Six Hundred and Seventy-two Bushels and Ten pounds (672-10). The outturns of cars moving under official weighing at both loading and unloading elevators have been very satisfactory.

Complaints of alleged shortages in the outturn of some cargoes loaded at Fort William and Port Arthur, and unloaded at Eastern Ports, have been received. The weighing and loading of these cargoes were investigated without finding any evidence of responsibility at the loading elevators. The average reported shortage in the outturn of cargoes, ex Fort William and Port Arthur, was higher than last year.

All stocks of grain in Public and Semi-Public terminal elevators and the top four grades of wheat in private terminal elevators were weighed over at the end of the crop year and statements of the quantities in store, amounting to approximately 80,278,149 bushels of all grains, were prepared and forwarded to the Board to permit of the adjustment of outstanding warehouse receipts in public and semi-public terminal elevators, and the establishment of overages in terminal elevators in accordance with the provisions of Section 138 of the Canada Grain Act.

Attached are statements giving particulars of the various phases of the work of this Branch.

Respectfully submitted,

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 21st, 1934.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31st, 1934.

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	147,272,385-00	1,682,106-00	3,386,153-20	152,340,644-20
Oats.....	11,780,939-02	505,023-18	1,121,828-18	13,407,791-04
Barley.....	8,030,633-20	425,573-16	1,228,400-40	9,684,607-28
Flaxseed.....	266,591-28	117,915-19	167,193-12	551,700-03
Rye.....	1,213,734-30	267,412-27	1,343,270-20	2,824,417-21
South African Corn.....		1,117-28		1,117-28
Argentine Corn (ex vessel).....	69,665-30	23,735-40		93,401-14
	lbs.	lbs.		lbs.
Mixed Grain.....	5,232,280	265,680		5,497,960
Mixed Feed Oats Groats.....				
All Screenings.....	2,667,910	10,033,900		12,701,810
Sample Barley Malt.....	7,793,790			7,793,790

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	146,162,672-50	229,319-40	1,503,039-50	3,147,821-00	151,042,853-20
Oats.....	13,913,478-00	1,977,839-24	511,661-17	1,123,933-33	17,526,913-06
Barley.....	6,624,466-00	236,073-14	431,960-40	1,558,443-45	8,850,944-03
Flaxseed.....	621,442-05	43,161-54	120,233-11	167,279-46	952,117-04
Rye.....	2,071,860-51	5,808-32	268,633-10	1,659,900-52	4,006,203-33
South African corn.....		2,278-12	1,118-22		3,396-34
Argentine corn.....		47,052-48	23,750-00		70,802-48
	lbs.	lbs.	lbs.		lbs.
Mixed grain.....	607,610	864,410	270,044		1,742,064
Mixed Feed oats groats.....	1,833,110	533,200			2,366,310
All Screenings.....	79,746,740	25,788,040	10,484,650		116,019,430
Sample barley malt.....	7,726,780				7,726,780

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1933-34, AT THE FOLLOWING POINTS

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	49,068,672-40	2,748,056-32	523,453-02	3,454-26	19,415-25	480,920	7,802,590
Victoria.....	948,581-00	1,137-12					
Prince Rupert.....	1,115,017-20	2,530-10					
Churchill.....	2,842,027-10	10,055-20					
North Transcona.....							
Calgary.....	2,656,394-20	294,667-02	266,019-18	81-34	1,567-28	6,400	128,016
Edmonton.....	2,349,901-20	675,615-20	45,097-04			60,930	234,950
Lethbridge.....	157,175-00						1,320
Moose Jaw.....	83,413-30	1,404,838-18	49,865-00	4,522-18	1,002-38	67,160	40,970
Saskatoon.....	181,029-00	748,648-28	33,765-10	1,473-02		176,530	50,890

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Mixed Grain	Miscellaneous
	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Vancouver and New Westminster.....	49,748,527-31	3,873,413-20	834,058-26	2,004-03	57,491-15	102,650	56,595,827
Victoria.....	5,515-40	13,182-12					620,970
Prince Rupert.....	1,062-50	2,227-02					622,180
Churchill.....	2,707,871-00						7,110,800
North Transcona.....	17,000-00						
Calgary.....	2,295,401-00	227,886-06	265,743-16	81-34	1,567-28	6,400	2,020,566
Edmonton.....	1,991,362-50	743,489-24	47,696-02			60,880	1,861,610
Lethbridge.....	151,078-50						133,380
Moose Jaw.....	87,208-10	1,378,272-12	48,949-18	3,898-05	1,046-38	67,110	720,655
Saskatoon.....	1,115,254-20	739,703-33	34,005-15	1,273-18		140,350	926,830

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1933-34

Kenora.....	700
Keewatin.....	5,050
Winnipeg.....	9,892
Portage la Prairie.....	786
Moose Jaw.....	4,433
Saskatoon.....	3,289
Calgary.....	4,869
Edmonton.....	2,426
Medicine Hat.....	2,461
Total.....	33,906

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT CROP YEAR 1933-34

CANADIAN PACIFIC RAILWAY

	Leaking cars	Missing seals	Defective seals
Lake Head elevators.....	5,028	562	58
Elevators excluding Lake Head.....	2,737	472	88
Cars reported bad order and loads transferred.....	5	.....	.....
Total.....	7,770	1,034	146

CANADIAN NATIONAL RAILWAY

	Leaking cars	Missing seals	Defective seals
Lake Head elevators.....	5,441	905	28
Elevators excluding Lake Head.....	2,540	204	44
Cars reported bad order and loads transferred.....	.....	.....	.....
Total.....	7,981	1,109	72
Total both roads.....	15,751	2,143	218

REPORT OF THE AVERAGE REPORTED SHORTAGES OF POUNDS PER 1,000 BUSHELS ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT ARTHUR AND UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	100,677,537-10	Short 20·55
Oats.....	13,913,478-00	Short 28·51
Barley.....	6,404,490-08	Short 43·71
Flaxseed.....	438,742-05	Short 41·65
Rye.....	234,402-22	Short 66·24
Barley malt.....	7,726,780 lbs.	Short 1·27 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	916-1,110 tons	Short 3·4 lbs. per ton.
Screenings.....	12,697-0,750 tons	Short 2·78 lbs. per ton.

AMERICAN PORTS

Wheat.....	45,240,496-50	Short 13·92
Barley.....	220,000-00	Short 71·41
Flaxseed.....	182,700-00	Short 45·98
Rye.....	1,837,458-29	Short 40·89
Screenings.....	27,175-1,990 tons	Short 7·64 lbs. per ton.

GRAND TOTALS—GRAIN SHIPPED

Wheat.....	145,918,034-00	Short 18·49
Oats.....	13,913,478-00	Short 28·51
Barley.....	6,624,490-08	Short 44·63
Flaxseed.....	621,442-05	Short 42·92
Rye.....	2,071,860-51	Short 43·76
Barley malt.....	7,726,780 lbs.	Short 1·27 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	916-1,110 tons	Short 3·4 lbs. per ton.
Screenings.....	39,873-0,740 tons	Short 6·10 lbs. per ton.

APPENDIX No. 7

FORT WILLIAM, ONT., December 15th, 1934.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following report of the Canadian Government Elevators for the year 1934:

Elevators Operated

The following elevators have continued to be operated by this Branch, namely,

Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge.

Elevators Leased

The Prince Rupert elevator has been operated by the Alberta Wheat Pool Elevators, Limited, under a lease for two years from the 1st of August, 1933, and the Port Arthur elevator, which was leased to the McCabe Bros. Grain Company, Limited, for a period of one year from the 1st of August, 1933, has been released to that company for a further period of two years from the 1st of August, 1934, with an option to extend the period for a further three years at the end of the lease.

Elevator Transferred

Under the provisions of an Order-in-Council dated the 11th of October, 1933, the Halifax elevator was transferred from the Department of Trade and Commerce to the Department of Marine for operation by the Halifax Harbour Commissioners.

Charges

The charges at the elevators operated have been maintained on the same basis as in previous years with the exception that the reduction in elevation charges on wheat from one cent (1c.) per bushel to two-fifths of one cent ($\frac{2}{5}$ of 1c.) per bushel, which was put into effect at the Saskatoon and Moose Jaw elevators on the opening of the Churchill elevator, was extended to apply also to the elevators at Calgary, Edmonton and Lethbridge. The storage charge at these elevators has been maintained at one-sixtieth of one cent ($\frac{1}{60}$ of 1c.) per bushel per day as against a charge of one-thirtieth of one cent ($\frac{1}{30}$ of 1c.) per bushel per day, effective at terminal elevators at the Head of the Lakes and on the Pacific Coast.

Grain Handled

Unfortunately crop conditions in Saskatchewan were such that the reduced charges off-setting the railway stop-over charge did not attract, during the crop year ended July 31st, 1934, the volume of grain which might have been looked for at Saskatoon and Moose Jaw under normal conditions, but the volume handled at the Calgary and Edmonton elevators was more than three million (3,000,000) bushels in excess of the volume handled during the previous crop year. The volume handled at the Lethbridge elevator continues to be very light.

Board of Grain Commissioners

A large proportion of the grain received at the Moose Jaw and Saskatoon elevators was handled for the account of the Saskatchewan Government for cleaning and shipment to the drought areas in that Province.

The following comparative statement shows the bushels handled during the last two crop years:

Elevator	1932-33	1933-34	Increase	Decrease	Net Increase
Edmonton.....	1,235,426	3,067,629	1,832,203		
Calgary.....	1,889,670	3,216,563	1,326,893		
Moose Jaw.....	2,065,864	1,543,694		522,170	
Saskatoon.....	2,687,342	966,466		1,720,876	
Lethbridge.....	20,934	155,046	134,112		
	7,899,236	8,949,398			1,050,162

During the present crop year indications are that the handlings at the Edmonton and Calgary elevators may equal the volume handled during the last crop year but owing to the continued drought conditions in Saskatchewan, the volume handled at the Saskatoon and Moose Jaw elevators continues to be very light.

Repairs to Buildings

While the necessity for economy has curtailed, to a certain extent, expenditure on buildings, the elevator buildings have been maintained in a fair condition, major repairs and replacements carried out during the year being as follows:

Calgary.—Repairs to brick panels of workhouse walls.

Edmonton.—Construction of sewer and improved sanitary arrangements.
Repairs to bin walls of storage annex.

Port Arthur.—Some repairs were made to bin walls of the storage annex, but weather conditions prevented completion of all the work planned, which is being carried out this year.

Prince Rupert.—A complete new set of fender piles and boom logs on dock. New roof on drip shed and repairs to tracks. The lessees contributed about one-third of the cost of this work and also arranged to paint, at their own expense, the sacked grain warehouse, shipping galleries and structural steel work.

Trackage

The original trackage laid at Moose Jaw, Saskatoon and Calgary elevators was of 56 lb. steel, and to take care of the increased size and weight of engines and rolling stock now in use, this light steel is gradually being replaced by 80 lb. and 85 lb. steel as opportunities occur. The trackage at all points has been maintained in good condition, the following replacements being made:

Prince Rupert.—400 track ties and ballast.

Port Arthur.—830 track ties and ballast.

Moose Jaw.—500 track ties and switch ties.

Saskatoon.—800 track ties and switch ties; 1,400 ft. 80 lb. steel rails.

Calgary.—550 track ties; 300 ft. 85 lb. steel rails.

Edmonton.—2,000 track ties, switch ties and ballast; 70 ft. 80 lb. steel rails and switch points.

Lethbridge.—Ballast.

Equipment

While no new major items of equipment have been purchased during the year, one cleaner was transferred from the Lethbridge elevator to the Edmonton elevator, and repairs and replacements have been carried out as follows:

Moose Jaw.—Repairs to chain drives.

Saskatoon.—Elevator buckets, screens, car haul cables and transmission rope.

Calgary.—Improved type back-stops on shipping legs. New shipping leg belt.

Edmonton.—Car haul cables.

Port Arthur.—Seven (7) new car loading spouts, Forty-six (46) new discs in Carter Disc separators. New conveyor belt.

Staff

Staffs at all points have been maintained at a minimum consistent with the work to be done, and the following changes made to promote greater efficiency.

Edmonton.—Superintendent transferred to Moose Jaw and the former Moose Jaw Superintendent transferred to Edmonton. Track-shed foreman at Calgary transferred to fill vacant position of foreman at Edmonton.

Calgary.—Position of track-shed foreman filled by promotion.

Two employees were retired on account of age, one position being abolished and the other filled temporarily.

Results of Operation

For the crop year ended 31st July, 1934, the system, without allowing for depreciation, shows an excess of expenditure over revenue of \$24,738.48 as compared with an excess of expenditure over revenue for the previous crop year of \$101,585.63.

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 8

WINNIPEG MAN., December 29th, 1934.

Mr. J. RAYNER,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement covering the activities of the Grain Research Laboratory during the year 1934:

PROTEIN STUDIES:

(a) Survey of the protein content of the 1934 Western Canadian hard red spring wheat crop.

(b) Survey of the protein content of the 1933 and 1934 Western Canadian amber durum wheat crops.

(c) Survey of the protein content of the 1934 Western Canadian barley crop.

(d) The protein content of cargoes of contract grades of hard red spring wheat.

MILLING AND BAKING STUDIES:

(a) The milling and baking characteristics of the 1934 hard red spring wheat crop.

(b) The comparative quality of cargoes of corresponding grades of hard red spring wheat ex Atlantic and Pacific ports.

(c) The comparative quality of average samples of corresponding grades of hard red spring wheat obtained from different inspection offices.

(d) The milling and baking quality of weathered wheat.

(e) Special investigations to further the sales abroad of Canadian flour.

(f) The behaviour of strong flours of widely varying protein content when subjected to normal and severe baking procedures.

(g) Comparison of a bromate and malt-phosphate-bromate formula in testing wheat quality for the plant breeder.

FLAX STUDIES:

(a) A study of the factors influencing the reliability of the ether extraction method for determining the oil content of flaxseed.

(b) Progress report on a refractometric method for determining the oil content of flaxseed.

(c) Preliminary study of the carotenoid pigments of Canadian flaxseed.

(d) A survey of the oil content and quality of the 1934 Western Canadian crop of flaxseed.

SPECIAL TESTS FOR THE INFORMATION OF THE CHIEF INSPECTOR AND BRANCH INSPECTION OFFICES:

(a) Artificially dried wheat.

(b) The milling and baking quality of new varieties of wheat.

(c) Analyses of corn and buckwheat.

SUPERVISION OF MOISTURE TESTING

Co-OPERATIVE STUDIES:

- (a) National Research Council.
 - 1. General collaborative work.
 - 2. A study of rapid methods for determining moisture in grain.
 - 3. Durum wheat studies.
- (b) Cereal Division, Experimental Farms' Branch, Ottawa.
- (c) Dominion Rust Research Laboratory, Winnipeg.
- (d) American Association of Cereal Chemists.
- (e) Department of Milling Industry, Kansas State Agricultural College.
- (f) Extension of Research Facilities to Universities.

REPORTS AND PUBLICATIONS:

- (a) 56 reports to the Board of Grain Commissioners.
- (b) 10 scientific papers released for publication.
- (c) 17 technical and miscellaneous reports for general distribution.

The full report, summarizing the various projects listed above, is submitted herewith and it is recommended that, in accordance with the usual practice, it be published separately.

Yours respectfully,

W. F. GEDDES,
Chemist in Charge.

APPENDIX No. 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1933, TO AUGUST 31, 1934

(a) WINNIPEG—

Revenue—

Licence fees.....		\$ 31,755 00
Registration fees.....	\$ 7,248 56	
Cancellation fees.....	7,710 76	
		14,959 32
Inspection fees.....	117,474 00	
Samples sold.....	3,731 47	
Refund express.....	1,112 75	
Cargo certificates split.....	230 00	
Sundries.....	25 02	
		122,573 24
Appeal fees.....		1,329 00
Weighing fees.....	10,819 00	
Condition reports.....	374 50	
		11,193 50
		<u>\$ 181,810 06</u>

Expenditure—

Board and Executive Office—

Salaries—		
Commission and Secretary.....	32,202 00	
Secretary's Office.....	8,149 59	
Licensing and Bonding.....	10,422 00	
Rents.—		
Executive Office.....	2,791 00	
Licensing and Bonding.....	942 00	
Travelling Expenses—		
Grain Commission.....	6,563 28	
General Expenses—		
Grain Commission.....	5,424 67	
Licensing and Bonding.....	187 66	
Printing and Stationery—		
Grain Commission.....	533 85	
Licensing and Bonding.....	1,879 79	
		69,095 84

Assistant Commissioner's Office—

Salaries.....	8,100 00	
Rent.....	481 00	
Travelling expenses.....	658 65	
General expenses.....	226 09	
Printing and stationery.....	8 51	
		9,474 25

Accounting Branch—

Salaries.....	6,074 70	
Rent.....	501 00	
Travelling expenses.....	199 85	
General expenses.....	262 74	
Printing and stationery.....	327 09	
		7,365 38

Grain Research Laboratory—

Salaries.....	24,491 98	
Rent.....	10,337 00	
Travelling expenses.....	535 25	
General expenses.....	9,990 09	
Printing and stationery.....	2,344 47	
		47,698 79

Registration Branch—

Salaries.....	11,934 00	
Rent.....	1,326 00	
Travelling expenses.....	400 00	
General expenses.....	260 18	
Printing and stationery.....	232 99	
		14,153 17

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Continued*

(a) WINNIPEG—*Con.**Expenditure—Con.*

Inspection Branch—

Salaries.....	\$ 190,143 32	
Rent.....	18,002 00	
Travelling expenses.....	893 94	
General expenses.....	7,739 05	
Printing and stationery.....	2,611 23	
		\$ 219,389 54

Weighing Branch—

Salaries.....	39,883 94	
Rent.....	1,428 00	
Travelling expenses.....	532 75	
General expenses.....	295 91	
Printing and stationery.....	328 51	
		42,469 11

Grain Appeal Tribunal—

Salaries.....	5,022 00	
Rent.....	420 00	
General expenses.....	937 50	
		6,379 50

Wheat Bonus—

General expenses.....		25 00
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Grain Standards Committee—

Salaries.....	270 00	
Travelling expenses.....	1,162 85	
General expenses.....	3,565 44	
		4,998 29

World Grain Exhibition and Conference—Regina.....	572 50	
		\$ 421,631 37

(b) CHURCHILL—

Revenue—

Inspection fees.....	4,493 00	
Weighing fees.....	4,516 00	
		9,009 00

Expenditure—

Inspection Branch—

Salaries.....	2,758 05	
Travelling expenses.....	1,408 15	
General expenses.....	23 56	
		4,189 76

Weighing Branch—

Salaries.....	2,601 65	
Travelling expenses.....	1,653 10	
		4,254 75
		8,444 51

(c) KEEWATIN—

Revenue—

Inspection fees.....	1,848 90	
Weighing fees.....	5,079 00	
		6,927 90

Expenditure—

Salaries inspection.....	2,462 40	
Salaries weighing.....	4,428 00	
General expenses.....	37 50	
		6,927 90

(d) KENORA—

Revenue—

Weighing fees.....		1,947 00
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Expenditure—

Salaries weighing.....	1,944 00	
General expenses.....	3 00	
		1,947 00

(e) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.....		2,214 00
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Expenditure—

Salaries weighing.....		2,214 00
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STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Continued*

(f) SASKATOON—

Revenue—

Inspection fees.....	\$ 8,862 40		
Samples sold.....	214 58		
		\$ 9,076 98	
Weighing fees.....		5,650 40	
			\$ 14,727 38

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,100 00		
Travelling expenses.....	446 52		
General expenses.....	89 15		
Printing and stationery.....	12 23		
		8,647 90	

Inspection Branch—

Salaries.....	16,334 61		
Rent.....	1,680 00		
Travelling expenses.....	184 00		
General expenses.....	608 89		
Printing and stationery.....	3 22		
		18,810 72	

Weighing Branch—

Salaries.....		9,981 00	
			37,439 62

(g) MOOSE JAW—

Revenue—

Inspection fees.....	6,561 60		
Samples sold.....	274 00		
		6,835 60	
Weighing fees.....		6,206 20	
			13,041 80

Expenditure—

Inspection Branch—

Salaries.....	13,735 51		
Rent.....	2,485 00		
Travelling expenses.....	249 25		
General expenses.....	433 26		
Printing and stationery.....	64 61		
		16,967 63	

Weighing Branch—

Salaries.....		7,198 28	
			24,165 91

(h) MEDICINE HAT—

Revenue—

Inspection fees.....	4,411 40		
Samples sold.....	98 40		
		4,509 80	
Weighing fees.....		4,158 00	
			8,667 80

Expenditure—

Inspection Branch—

Salaries.....	3,997 53		
Rent.....	265 00		
General expenses.....	247 27		
		4,509 80	

Weighing Branch—

Salaries.....		4,158 00	
			8,667 80

(i) LETHBRIDGE—

Revenue—

Inspection fees.....	272 30		
Samples sold.....	13 85		
		286 15	
Weighing fees.....		244 70	
			530 85

Expenditure—

Inspection Branch—

Salaries.....	3,017 25		
General expenses.....	31 19		
		3,048 44	

Weighing Branch—

Salaries.....	3,308 40		
Travelling expenses.....	138 50		
General expenses.....	8 00		
		3,454 90	
			6,503 34

GRAIN COMMISSION

51

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—Continued

(j) SUPERIOR—

Revenue—

Inspection fees.....	\$	689 00
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Expenditure—

Salaries inspection.....	\$	2,620 35
General expenses.....		13 23
		<u>2,633 58</u>

(k) CALGARY—

Revenue—

Inspection fees.....	\$	23,074 70
Samples sold.....		626 62
Refund express.....		191 25
		<u>23,892 57</u>
Weighing fees.....		8,989 90
Appeal fees.....		591 00
		<u>33,473 47</u>

Expenditure—

Assistant Commissioner's Office—

Salaries.....	7,834 00
Rent.....	480 00
Travelling expenses.....	325 18
General expenses.....	344 43
Printing and stationery.....	25 76
	<u>9,009 37</u>

Inspection Branch—

Salaries.....	32,777 68
Rent.....	1,801 00
Travelling expenses.....	514 81
General expenses.....	2,176 27
Printing and stationery.....	332 09
	<u>37,601 85</u>

Weighing Branch—

Salaries.....	14,270 28
Travelling expenses.....	41 00
General expenses.....	99 28
Printing and stationery.....	23 61
	<u>14,434 17</u>

Grain Appeal Tribunal—

Salaries.....	2,315 00
Rent.....	285 00
Travelling expenses.....	420 10
General expenses.....	580 42
	<u>3,600 52</u>

64,645 91

(l) VICTORIA—

Revenue—

Inspection fees.....	50 00
Samples sold.....	7 52
	<u>57 52</u>
Weighing fees.....	601 90
	<u>659 42</u>

Expenditure—

Salaries inspection.....	2,327 40
Salaries weighing.....	2,617 20
	<u>4,944 60</u>

(m) PRINCE RUPERT—

Revenue—

Inspection fees.....	61 40
Samples sold.....	16 40
	<u>77 80</u>
Weighing fees.....	684 30
	<u>762 10</u>

Expenditure—

Inspection Branch—

Salaries.....	3,149 55
General expenses.....	30 26
	<u>3,179 81</u>

Weighing Branch—

Salaries.....	3,323 25
General expenses.....	9 00
	<u>3,332 25</u>

6,512 06

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, to AUGUST 31, 1934—Continued

(n) EDMONTON—

Revenue—

Inspection fees.....	\$ 25,888 00	
Samples sold.....	489 33	
Express refunds.....	292 50	
		\$ 26,669 83
Weighing fees.....	7,434 90	
Condition reports.....	4 50	
		7,439 40
Appeal fees.....		1,620 00
		\$ 35,729 23

Expenditure—

Inspection Branch—

Salaries.....	36,252 90	
Rent.....	3,774 00	
Travelling expenses.....	302 40	
General expenses.....	2,646 62	
Printing and stationery.....	410 98	
		43,386 90

Weighing Branch—

Salaries.....	8,483 16	
Travelling expenses.....	45 00	
General expenses.....	62 80	
		8,590 96

Grain Appeal Tribunal—

Salaries.....	4,140 00	
Rent.....	510 00	
General expenses.....	1,056 90	
		5,706 90

57,684 76

(o) VANCOUVER—

Revenue—

Inspection fees.....	56,322 10	
Samples sold.....	2,322 40	
Splits.....	0 20	
		58,644 70
Weighing fees.....		89,257 90
Registration fees.....	2,203 40	
Cancellation fees.....	2,165 64	
		4,369 04

152,271 64

Expenditure—

Inspection Branch—

Salaries.....	79,361 32	
Rent.....	5,271 00	
Travelling expenses.....	339 00	
General expenses.....	1,939 10	
Printing and stationery.....	837 94	
		87,748 36

Weighing Branch—

Salaries.....	61,843 67	
Rent.....	2,007 00	
Travelling expenses.....	317 50	
General expenses.....	786 02	
Printing and stationery.....	778 52	
		65,732 71

Registration Branch—

Salaries.....	4,860 00	
Rent.....	1,332 00	
General expenses.....	208 81	
Printing and stationery.....	4 20	
		6,405 01

159,886 08

(p) FORT WILLIAM—

Revenue—

Inspection fees.....	186,943 10	
Samples sold.....	4,421 24	
Splits.....	8 30	
		191,372 64
Weighing fees.....		302,999 10

494,371 74

Expenditure—

Inspection Branch—

Salaries.....	278,249 01	
Rent.....	12,434 88	
Travelling expenses.....	328 80	
General expenses.....	8,056 81	
Printing and stationery.....	825 18	
		299,894 68

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1933, TO AUGUST 31, 1934—*Concluded*

(p) FORT WILLIAM—*Con.*

Expenditure—Con.

Weighing Branch—

Salaries.....	\$ 234,980 68	
Rent.....	3,157 68	
Travelling expenses.....	1,162 59	
General expenses.....	2,027 72	
Printing and stationery.....	2,150 55	
		\$ 243,479 22

Registration Branch—

Salaries.....	240 75	
Rent.....	40 00	
General expenses.....	9 10	
		289 85

Assistant Commissioner's Office—

Salaries.....	7,884 00	
Rent.....	837 00	
Travelling expenses.....	489 95	
General expenses.....	275 13	
		9,486 08

Statistical Branch—

Salaries.....	33,014 11	
Rent.....	2,016 00	
Travelling expenses.....	112 90	
General expenses.....	1,689 30	
Printing and stationery.....	1,546 32	
		38,378 63
		\$ 591,528 46

(q) TORONTO—

Revenue—

Inspection fees.....	154 00	
Sampling fees.....	235 00	
Samples sold.....	24 16	
Splits.....	1 40	
Sundries.....	1 20	
		415 76

Expenditure—

Inspection Branch—

Salaries.....	4,428 00	
Rent.....	600 00	
Travelling expenses.....	17 00	
General expenses.....	200 05	
Printing and stationery.....	8 32	
		5,253 37

(r) MONTREAL—

Revenue—

Inspection fees.....	892 76	
Sampling fees.....	4,428 08	
Samples sold.....	195 21	
Splits.....	1,202 80	
Sundries.....	4 20	
		6,723 05
Registration fees.....	1,678 39	
Cancellation fees.....	1,337 95	
		3,016 34
		9,739 39

Expenditure—

Inspection Branch—

Salaries.....	24,768 16	
Rent.....	2,219 76	
Travelling expenses.....	1,050 94	
General expenses.....	686 11	
Printing and stationery.....	471 81	
		29,196 78

Registration Branch—

Salaries.....	2,785 45	
Rent.....	220 00	
Travelling expenses.....	448 35	
General expenses.....	465 90	
Printing and stationery.....	92 41	
		4,012 11

Grain Appeal Tribunal—

Salaries.....	270 00	
		33,478 89

Fort William.....	299,894 68	243,479 22	.....	289 85	9,486 08	38,378 63	.....	.....	.....	591,528 46
Toronto.....	5,253 37	.....	.....	.....	.....	.....	.....	.....	.....	5,253 37
Montreal.....	29,196 78	.....	270 00	4,012 11	.....	.....	.....	.....	.....	33,478 89
	780,601 02	418,329 05	15,956 92	24,860 14	106,285 94	38,378 63	7,365 38	47,698 79	35 00	1,444,509 16

Total Revenue.....\$ 966,987 54

Total Expenditure.....1,444,509 16

Net Deficit.....\$ 477,521 62

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

	Inspection	Weighing		Appeal Boards		Regis- tration		Com- mission		Statistical		Accounting		Research Laboratory		Wheat Bonus		Grain Standards		Total	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Fees.....	437,998 66	450,802 30		3,540 00		22,344 70		31,755 00												946,440 66	
Sampling.....	4,663 08	.....		.....		.....		.....												4,663 08	
Express charges.....	1,596 50	.....		.....		.....		.....												1,596 50	
Cargo splits.....	1,442 70	.....		.....		.....		.....												1,442 70	
Samples sold.....	12,435 18	379 00		.....		.....		.....												12,435 18	
Condition reports.....	.....	.....		.....		.....		.....												379 00	
Sundries.....	30 42	.....		.....		.....		.....												30 42	
	458,166 54	451,181 30		3,540 00		22,344 70		31,755 00												966,987 54	

EXPENDITURE

Salaries.....	696,398 06	401,220 49	11,747,00	19,820 20	82,691 59	33,014 11	6,074 70	24,491 98	.....	270 00	1,275,728 13
Rents.....	48,532 64	6,592 68	1,215 00	2,918 00	5,531 00	2,016 00	501 00	10,337 00	.....	.....	77,643 32
Expenses.....	30,119 96	7,219 67	2,994 92	1,792 34	15,030 71	1,802 20	462 59	10,525 34	35 00	4,728 29	74,711 02
Printing and station- ery.....	5,565 38	3,281 19	329 60	2,460 14	1,546 32	327 09	2,344 47	.....	.....	.....	15,854 19
World's Grain Ex- hibition and Con- ference—Regina.....	.....	.....	.....	.....	572 50	.....	.....	.....	.....	.....	572 50
	780,616 04	418,314 03	16,286 52	26,990 68	105,372 12	37,159 40	9,382 76	45,354 32	35 00	4,998 29	1,444,509 16

Net Deficit.....\$ 477,521 62

APPENDIX No. 10

REGULATIONS OF THE BOARD

The Regulations of the Board in effect at 31st December, 1934, are as follows:—

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- “ 4. Inspection of Samples taken other than at an Inspection Point.
- “ 8. Inspection and Grading of Grain after Treatment.
- “ 11. Procedure for Appeals from Inspection Offices to Grain Appeal Tribunals.
- “ 14. Construction of Elevators.
- “ 21. Cleaning Grain and Bins.
- “ 22. Fees.
- “ 23. Form of Terminal Warehouse Receipts.
- “ 35. Registration and Cancellation of Transfer and Eastern Warehouse Receipts.
- “ 36. Delivery of Grain to ocean vessels at Montreal.
- “ 37. Maximum Charges and Shrinkage Allowances—Country Elevators.
- “ 38. Maximum Tariff of Charges, Terminal Elevators at Fort William-Port Arthur as amended.
- “ 39. Maximum Tariff of Charges, Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge as amended.
- “ 40. Maximum Tariff of Charges, Terminal Elevators West of Calgary, Alberta, as amended.
- “ 41. Maximum Tariff of Charges, Churchill Terminal Elevator.
- “ 42. Maximum Tariff of Charges for handling grain at Eastern Elevators.
- “ 43. Procedure—Country Elevators.

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DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. W. D. EULER, M.P.

Deputy Minister
JAS. G. PARMELE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1935



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1935

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OTTAWA, CANADA

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TABLE OF CONTENTS

	PAGE
REPORT OF BOARD—	
Grading of 2 Northern Wheat.....	5
Garnet Wheat.....	5
Canadian Government Elevators.....	6
Inland Water Freight Rates Act.....	6
Committees on Grain Standards.....	6
Audit—Public and Semi-public Terminal Elevators.....	7
Wheat Bonus.....	7
Tariff Meetings.....	7
Country Elevator Overages.....	7
Expenditures.....	7
 APPENDICES—	
No. 1. Report of Secretary.....	8
(a) Complaints.....	8
(b) Prosecutions.....	9
(c) Defaults.....	9
(d) Cars out of Turn.....	10
(e) Licences issued 1934-35.....	10
(f) Summary of Licences past twenty years.....	12
(g) Grain Loading Platforms.....	13
(h) Report of Statistician.....	13
(i) Annual Weigh-up Terminal Elevators.....	25
 No. 2. Personnel—Committees on Grain Standards.....	 29
3. Personnel—Grain Appeal Tribunals.....	30
4. Report of Registrar.....	31
5. Report of Chief Grain Inspector.....	32
6. Report of Chief Weighmaster.....	39
7. Report of General Manager, Canadian Government Elevators.....	43
8. Report of Grain Research Laboratory.....	45
9. Report of Revenue and Expenditure.....	47
10. Regulations of the Board.....	56

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 15, 1936.

Hon. W. D. EULER, M.P.,
Minister of Trade and Commerce,
Ottawa.

SIR,—We beg to present herewith the Annual Report of the Board of Grain Commissioners for Canada for the year 1935, in conformity with section 23 of the Canada Grain Act, 1930.

GRADING OF 2 NORTHERN WHEAT

The year under review has been one of much uncertainty and of sharply conflicting views in respect to the national wheat policy. This, however, did not affect the administration of the Grain Act except as to the manner of the grading of mixtures of Garnet wheat and the best method of dealing with No. 2 Northern wheat in which an undue proportion of this variety made it ineligible for the new grade of No. 2 Northern, after August 1, 1935.

We cannot stress too strongly the great disturbance which the changing of a major grade creates. Conditions in the grain trade during the past year accentuated every possible difficulty that might expect to be met and this particular question is still fraught with difficulties.

In the final stocktaking on July 31 it was found that approximately 38 million bushels of No. 2 Northern wheat could no longer qualify for the grade it carried. Of this quantity about $24\frac{1}{2}$ million bushels had been inspected for the Final Certificate and was in store in Eastern Canadian and United States ports. The very sensitive market in Europe necessitated some action being taken to segregate this wheat in order to prevent any dissatisfaction which was bound to arise out of having two different and distinct standards for No. 2 Northern wheat. The problem was finally solved by a decision to create a division in the 2 Northern grade rather than to degrade it to 3 Northern. Wheat graded into 2 Northern after August 1 was based on the new standard, and all 2 Northern which would not qualify for this standard by reason of admixture of Garnet wheat, was put into 2 Northern "old grade" by surcharging the certificates to this effect. It was hoped that by this means a good deal of this quality of 2 Northern would sell at a price somewhat better than 3 Northern and minimize the losses accordingly. The board therefore served notice on holders of this quality that if they wished to participate in the compensation fund set up in the Votes and Proceedings, passed by Parliament on July 3, 1935, they must surrender for surcharging all inspection certificates in their hands. The great bulk of the certificates were surrendered accordingly. It is hoped that before another season this wheat will be entirely eliminated from the situation.

GARNET WHEAT

During the parliamentary session of 1935 a sum of seventy-five thousand dollars was voted to finance experimental shipments of pure Garnet wheat in order to have some definite data upon which to base spreads in comparison

with the regular grades. During the Chief Commissioner's visit to Europe in 1932, arrangements had been made with a number of mills in the chief milling centres for the handling of these shipments in quantities from eight to sixteen thousand bushels. So much time elapsed, however, between the initiation of the proposal and the granting of the vote that the arrangements made with these mills at that time had apparently been lost sight of on the continent. When arrangements came to be finally made most of the continental mills stated that either they were no longer interested or were only willing to undertake the experiment on terms which were so unfavourable that it was not deemed advisable to accept their offers. Arrangements were made, however, with Messrs. Joseph Rank & Sons, Limited, and the English Co-operative Wholesale Society, to take 16,000 bushels each of No. 2 Garnet, half from the Atlantic seaboard and half from the Pacific, and this was shipped at a cost to the Board of \$29,668.70, the major part of which will be recovered.

The board has just received a preliminary report from Messrs. Rank & Sons, Limited, which would seem to indicate No. 2 Garnet wheat was in value comparable to No. 4 Manitoba Northern. It is regrettable that the board was unable to obtain satisfactory quantities of No. 1 Garnet owing to the time the experiment was carried on. Nevertheless, results would seem to indicate that the comparative value of No. 1 Garnet would be somewhere in the neighbourhood of 3 Northern. A full report will be made when the final data has been secured.

CANADIAN GOVERNMENT ELEVATORS

The Moose Jaw and Saskatoon elevators have again been practically idle, largely through the failure of crops in their territory. In view of these conditions the operating surplus contemplated in last year's report did not materialize although the board was successful in reducing the deficit for operating the seven elevators to the nominal sum of \$2,506. The Calgary and Edmonton elevators, as well as the Lethbridge elevator, did a fair business. The future of the Moose Jaw and Saskatoon elevators, however, is obscure. Port Arthur elevator is leased on reasonable terms to the McCabe Grain Company, and the Prince Rupert elevator is leased to the Alberta Pool for what is a nominal rent.

INLAND WATER FREIGHT RATES ACT

The disturbance reported last year in connection with the Inland Water Freight Rates Act continued during 1935 and caused the commissioners much difficulty owing to the quoting of discriminative rates and to what appeared to be intensive competition between eastern ports, which of course was emphasized by the slack export market during the shipping season. The Act does not deal definitely with the situation thus created owing to its being limited to the setting of maximum rates. With the return to more or less normal conditions, however, the principle of the fixing of maximum rates is a better one from the producer's standpoint as it allows for the free play of competition between United States and Canadian ports, which in the long run is a determining factor in these costs. When competition goes to such lengths that all concerned lose money, a situation is created which can only be inimicable to the public interest.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1935-36 were constituted by the board in accordance with section 25 of the Canada Grain Act, 1930.

The Western Committee was convened at Winnipeg on October 21, 1935, and the Eastern Committee was convened at Toronto on September 12, 1935, and at Montreal on November 8, 1935.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL
ELEVATORS

The regular annual audit of the public and semi-public terminal elevators has been carried out. In only one instance was an overage in excess of one-quarter of one per cent disclosed and settlement in the amount of \$541.71 was made to the board on behalf of the Crown.

WHEAT BONUS

A further sum of \$236.50 during the past year was paid out on the 1931 wheat bonus. Outstanding certificates still remain to the amount of \$8,619.28.

TARIFF MEETINGS

The usual public hearings to hear representations in the matter of tariffs of elevator charges for the crop year 1935-36 were held by the board in July and August at Winnipeg, Vancouver and Toronto.

COUNTRY ELEVATOR OVERAGES

The board has continued its policy of having Assistant Commissioners interview elevator agents whose records show unjustifiable overages and is of the opinion that this policy is showing favourable results. Of the thirty-four agents mentioned in the board's last report, three continued to show unsatisfactory records. After thorough investigation into the handling of grain by these operators, one of the operators resigned, but the other two were permitted to retain their positions upon assurance being given to the board by the licensee concerned that in the future these operators would be subject to very close supervision.

EXPENDITURES

The expense of maintaining the organization still occupies the board's attention and it is gratifying to report that the reduction forecast in our last annual report has been more than was anticipated. The actual expenditure for the fiscal year 1934-35 was \$1,679,235.98, as compared with \$1,759,182.79 for the previous fiscal year. It is also satisfactory to note an increase in revenue during this latter period of \$30,000.

GENERAL

On the whole, from the administrative standpoint of the Grain Act, the past year has been more or less uneventful, the difficulties encountered might be regarded as ordinary and, we believe, have been surmounted. Considerable discussion has taken place in regard to grading and standards, the greater part of which, however, more or less represented an individual viewpoint. No real constructive suggestions have been made to the Board for an improvement in this connection.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF SECRETARY

WINNIPEG, MAN., January 15, 1936.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

DEAR SIR,—I have the honour to submit the following memoranda summarizing different matters handled in the executive offices of the board during the year 1935:—

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars out of turn
- (e) Licences issued, Crop Year 1934-35
- (f) Licences issued during the past 20 years
- (g) Grain Loading Platforms
- (h) Report of Statistician
- (i) Annual weigh-up, terminal elevators

Yours truly,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended December 31, 1935, there were investigated in addition to the thirteen complaints outstanding at December 31, 1934, one hundred and twelve (112) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees, and the operations of parties dealing in grain, but not licensed under the Canada Grain Act as follows:—

Manitoba.....	11
Saskatchewan.....	24
Alberta.....	77
	<hr/>
	112
	<hr/>

Summary of disposition of country complaints:—

No grounds for complaint.....	36
Complaint withdrawn.....	13
Settlement effected between parties.....	59
Outside jurisdiction of board.....	2
Defendant warned.....	1
Not yet disposed of.....	11
Settlement ordered.....	2
Defendant prosecuted.....	1
	<hr/>
	125
	<hr/>

MISCELLANEOUS COMPLAINTS

During the year two (2) complaints in respect to the handling of grain at terminal elevators were received, neither of which have yet been disposed of.

EXPORT SHIPMENTS

During the year 1935, three complaints in respect to shortages and twenty-two (22) in respect to quality of grain were received from overseas, and were investigated by the board, being disposed of as follows:—

Compensation paid by board in respect to quality of grain.....	3
Compensation paid by shipping elevator in respect to shortage of weight.....	2
Complaints <i>re</i> quality of grain not upheld.....	15
Complaints <i>re</i> shortage of weight not upheld.....	1
Complaints not yet disposed of.....	4
	<hr/>
	25
	<hr/>

(b) PROSECUTIONS

No prosecutions were instituted by the board during the past year.

In the two prosecutions pending at the date of the last report, convictions were obtained in both cases, the defendant in one case being fined \$5 under section 109 of the Canada Grain Act and in the other case the defendant was fined \$25 under section 93 of the Canada Grain Act.

(c) DEFAULTS

During the year 1935 three licensees defaulted in their obligation to make prompt settlement to shippers of grain.

CRAWFORD GRAIN COMPANY, CALGARY, ALTA.

This firm licensed by the board to operate as grain dealers, failed in April, 1935, to make settlement to certain shippers who had sold grain to them under Grain Dealers' Purchase Notes.

Nine claims amounting to \$3,498.77 were approved by the board and referred to the Canadian Indemnity Company for settlement under the terms of bond in the amount of \$5,000 executed by that company and filed with the board as security for the grain dealer's licence issued to the Crawford Grain Company, and settlement in full was duly made by the bonding company.

WILLARD CUMMING & ROBERTSON GRAIN COMPANY, CALGARY, ALTA.

This firm, licensed by the board as grain dealers, failed in June, 1935, to make settlement to certain shippers who had sold grain to them under Grain Dealers' Purchase Notes.

Eight claims amounting to \$1,410.08 were approved by the board and settlement in full finally made by this licensee. One other claim in the amount of \$250.32 is still under investigation by the board.

ROYAL GRAIN COMPANY, EDMONTON, ALTA.

This firm, licensed by the board as grain dealers, were unable in December, 1935, to make settlement to certain shippers who had sold grain to them under Grain Dealers' Purchase Notes. The board has now advertised for claims for submission to the bonding company for settlement under the terms of the bond filed with the board as security for the grain dealer's licence issued to the Royal Grain Company.

(d) CARS OUT OF TURN

During the year 1935 the board found it necessary on only one occasion to order cars out of turn under the provisions of section 68 of the Canada Grain Act, 1930, when fifteen cars were supplied to a country elevator which was in danger of collapse.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON
1934-1935

During the season which commenced September 1, 1934, and ended August 31, 1935, 185 firms and individuals applied for licences as required by the provisions of the Canada Grain Act.

Five thousand, five hundred and ninety-five applications for licences were received and 5,575 licences were issued. Eighteen of the applications received were withdrawn for various reasons.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	47	1	46	0
Commission Merchants.....	56	.....	56	.....
Grain Dealers.....	28	3	25	0
Public Terminal Elevators.....	7	.....	7	.....
Semi-Public Terminal Elevators.....	39	.....	39	.....
Private Terminal Elevators.....	37	.....	37	.....
Eastern Elevators.....	31	.....	31	.....
Mill Elevators.....	19	.....	19	.....
Public Country Elevators.....	5,317	13	5,302	2
Private Country Elevators.....	14	1	13	.....
	5,595	18	5,575	2

Licences issued on September 1, 1934, to the following companies, were suspended by the board, on the dates shown, for the reasons stated:—

Grain Dealer's Licence No. 18.—Leigh Wallace Crawford, trading as Crawford Grain Company of Calgary, Alberta; company defaulted; suspended April 15, 1935.

Grain Dealer's Licence No. 22.—Willard Cumming & Robertson Grain Company of Calgary, Alberta; company defaulted; suspended June 21, 1935.

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the board on the dates shown:—

Track Buyer's Licence No. T. 8.—Great West Grain Company Limited of Winnipeg, Manitoba; company ceased operations; cancelled November 30, 1934.

Commission Merchant's Licence No. C. 14.—Great West Grain Company Limited of Winnipeg, Manitoba; company ceased operations; cancelled November 30 1934.

Grain Dealer's Licence No. 15.—Pacific Milling & Grain Company Limited; Licence applied for in error. Company not operating as grain dealers; cancelled September 1, 1934.

Grain Dealer's Licence No. 23.—Van Ostrand Grain Company of Calgary, Alberta; company ceased operations; cancelled December 31, 1934.

Eastern Elevator Licence No. 9.—Saint John Harbour Commissioners; elevator at Saint John, New Brunswick; elevator leased to Canadian Pacific Railway Company; cancelled December 1, 1934.

Public Terminal Elevator Licence No. 6.—Pacific Terminal Elevator Company Limited; elevator at Vancouver, British Columbia; elevator taken over by Pacific Elevators Limited; cancelled August 1, 1935.

Semi-Public Terminal Elevator Licence No. 13.—Vancouver Terminal Company Limited; elevator at Vancouver, British Columbia; elevator taken over by Pacific Elevators Limited; cancelled August 1, 1935.

Semi-Public Terminal Elevator Licence No. 36.—Gillespie Grain Company, Limited; elevator at Port Arthur, Ontario; elevator taken over by Manitoba Pool Elevators; cancelled June 29, 1935.

Public Country Elevator Licence No. 243.—M. M. Hess; elevator at Hughton, Saskatchewan; bond security withdrawn; cancelled May 4, 1935.

Public Country Elevator Licence No. 2103.—Ogilvie Flour Mills Company Limited; elevator at Broomhill, Manitoba, not operated; cancelled September 1, 1934.

Public Country Elevator Licence No. 3650.—Gillespie Grain Company Limited; elevator at Fenn, Alberta, not being operated; cancelled September 1, 1934.

Private Country Elevator Licence No. 5.—Canada Malting Company Limited; elevator at Calgary, Alberta, not being operated; cancelled September 1, 1934.

Private Country Elevator Licence No. P. 4.—Gretna Milling Company; elevator at Gretna, Manitoba; company changed nature of operations to Public Country warehousemen; cancelled August 1, 1935.

Licence fees collected amounted to \$30,247; of this amount \$110 was refunded to the applicants; \$90 owing to applications having been withdrawn and \$20 on account of applications submitted in error.

Surety bonds amounting to \$27,190,061.50 were executed by 13 of the approved surety companies and were deposited with the board as security covering the operations of the licensees; in addition two (2) of the licensees deposited negotiable bonds with a par value of \$12,000 in lieu of furnishing the usual forms of surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS
1915-1916 to 1934-1935

(Licence year commences 1st of September)

Kind	1934- 1935	1933- 1934	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1918- 1919	1917- 1918	1916- 1917	1915- 1916
Public Country Elevators.....	5,302	5,504	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,322	3,577	3,257	3,013
Private Country Elevators.....	13	14	9	12	385	398	309	156	35											
Public Terminal Elevators.....	7	7	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	17	15	13
Semi-Public Terminal Elevators...	39	38	39	32	35	(formerly licensed as Private Elevators)														
Private Terminal Elevators.....	37	37	38	37	40	*76	*80	*80	*67	*64	*65	*60	*32	*29	*25	*17	*18	*20	*21	*19
Eastern Elevators.....	31	30	29	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†16	†18	†16	†18
Mill Elevators.....	19	21	22	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14						
Elevator Space						1	1	1	3	3	2	2	2					7	7	10
Track Buyers.....	46	51	64	57	48	62	82	84	88	95	104	109	113	132	143	131	130	156	211	195
Commission Merchants.....	56	61	63	64	57	71	90	92	95	94	94	102	100	110	117	114	117	126	138	111
Grain Dealers.....	25	20	15	75	3	3	2	3	3	3	3	4	6	3	2					
Total number issued.....	5,575	5,783	5,949	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,620	3,921	3,665	3,379

* Licensed as Private Elevators. † Licensed as Public Elevators. ‡ Licensed as Manufacturing Elevators.

(g) GRAIN LOADING PLATFORMS

During the year 1935 applications were made to the board in accordance with the provisions of section 60 of the Canada Grain Act 1930, for the erection of one loading platform, and the enlargement of one existing platform.

After investigation the board rejected the application for the new platform and required the railway company concerned to comply with the application for the enlargement of the existing platform. This work has now been carried out.

At December 31, 1935, there were 2,727 loading platforms in Western Canada at which farmers could load grain into 6,489 cars simultaneously without putting such grain through country elevators.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of Platforms	Car Capacity
Manitoba.....	636	1,775
Saskatchewan.....	1,296	3,066
Alberta.....	748	1,556
British Columbia.....	37	71
Ontario.....	10	21
Total as at December 31, 1935.....	2,727	6,489

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report covering the crop year 1934-35.

The following statistics, as compiled from returns received from the Inspection and Weighing branches of the board, from elevator licensees and from other official sources, indicate the amounts of grain handled by the different groups of elevators in the course of distribution between producer and consumer; and the amounts exported, consumed and remaining as carry-over at the close of the crop year, as compared with the total crop of Canada of the five principal grains.

CROP YEAR 1934-35 (ended July 31)

—	Carry-over 31st July, 1934	Total crop in Canada	Total disposed of during year	Carry-over 31st July, 1935
	bush.	bush.	bush.	bush.
Wheat.....	203,944,533	275,849,000	264,815,981	214,977,552
Oats.....	31,060,497	321,120,000	325,709,794	26,470,703
Barley.....	11,093,482	63,742,000	68,816,695	6,018,787
Flaxseed.....	471,295	910,400	1,068,716	312,979
Rye.....	4,074,135	5,423,000	6,329,449	3,167,686

EXPORT SHIPMENTS OF CANADIAN GRAIN

—	Via Canadian Pacific Seaboard	Via Atlantic Seaboard		To U.S.A. mills for grinding	Total
		Canadian	U.S.A.		
	bush.	bush.	†bush.	bush.	bush.
Wheat.....	51,018,161	*43,703,782	22,027,000	‡25,899,438	142,648,381
Oats.....	5,240,250	4,604,155	.....	3,216,644	13,061,049
Barley.....	853,020	4,629,333	.....	7,610,882	13,093,235
Flaxseed.....	107	.....	.....	.....	107
Rye.....	.....	538,593	.....	595,684	1,134,277

* Includes 4,049,877 bush. wheat and 4,635 bush. oats shipped via Port Churchill, Hudson Bay.

†Approximate figures compiled from weekly export returns of U.S.A. Government.

‡Wheat U.S.A. official records—for domestic consumption 14,839,563 bush. and for grinding in bond 11,059,875 bush. Oats, Barley and Rye figures represent amounts shipped from all points in Western Division and from Eastern elevators.

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1934

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	37,100,000	26,752,000	17,298,000	180,000	1,134,000
Saskatchewan.....	114,200,000	64,288,000	12,403,000	542,000	1,320,000
Alberta.....	112,500,000	81,000,000	15,041,000	105,000	1,927,000
Total.....	263,800,000	172,040,000	44,742,000	827,000	4,381,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	6,056,259	2,144,811	8,201,070
Saskatchewan.....	1,673,839	493,454	2,167,293
Alberta.....	4,352,036	1,532,637	5,884,673
Total.....	12,082,134	4,170,902	16,253,036

TOTAL DELIVERIES AT COUNTRY ELEVATORS

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	24,691,149	2,806,322	6,131,348	49,911	374,175
Saskatchewan.....	99,598,199	14,665,559	4,778,592	327,521	454,483
Alberta and Brit. Columbia...	91,073,527	14,263,912	2,845,991	52,230	259,353
Total.....	215,362,875	31,735,793	13,755,921	429,662	1,088,011

TOTAL GRAIN INSPECTED, BY PROVINCES OF ORIGIN

Manitoba.....	30,220,000	1,596,000	7,033,000	54,990	278,900
Saskatchewan.....	107,251,000	12,915,500	4,817,200	328,775	568,300
Alberta.....	93,520,000	13,455,500	2,980,500	45,235	172,900
British Columbia.....	539,000	228,000	9,300	.....	1,400
Total.....	231,530,000	28,195,000	14,840,000	429,000	1,021,500

TOTAL NET HANDLINGS AT FORT WILLIAM—PORT ARTHUR

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	144,513,696	8,865,841	10,195,685	223,709	982,536
Shipments.....	132,457,189	10,260,800	12,869,172	376,019	1,090,439

TOTAL NET HANDLINGS AT VANCOUVER—NEW WESTMINSTER

Receipts.....	50,054,836	4,702,450	1,102,049	1,948	6,360
Shipments.....	48,487,383	5,533,868	976,879	900	2,554

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C

Receipts.....	1,229,850	322	.....	.....	.....
Shipments.....	2,294,300	1,616	.....	.....	.....

TOTAL NET HANDLINGS AT VICTORIA, B.C.

Receipts.....	3,506	.....	.....	.....	.....
Shipments.....	933,108	194	.....	.....	.....

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	3,958,707	4,668	.....	.....	.....
Shipments.....	4,049,877	8,909	.....	.....	.....

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

<i>Receipts—</i>					
Calgary.....	1,918,746	223,079	448,280	103	907
Edmonton.....	1,831,059	420,416	25,042	.....	.....
Lethbridge.....	911,651	.....	43	.....	.....
Moose Jaw.....	483,292	104,696	.....	1,286	.....
Saskatoon.....	262,713	88,285	4,823	2,673	.....
Total.....	5,407,461	836,476	478,188	4,062	907
<i>Shipments—</i>					
Calgary.....	2,230,966	322,104	449,082	103	907
Edmonton.....	2,109,526	451,899	24,510	.....	.....
Lethbridge.....	909,187	1,962	43	.....	.....
Moose Jaw.....	377,070	107,726	.....	1,286	.....
Saskatoon.....	261,648	90,069	4,823	2,676	.....
Total.....	5,888,397	973,760	478,458	4,065	907

TOTAL NET HANDLINGS AT NORTH TRANSCONA, MAN.

Receipts.....	.....	.....	.....	.....	.....
Shipments.....	45,068	.....	.....	.....	.....

TOTAL NET PRIMARY RECEIPTS AT INTERIOR PRIVATE TERMINAL AND
MILL ELEVATORS

Receipts	34,763,163	8,212,748	5,067,098	3,351	74,571
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TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	6,572,887	399,057	2,694,658	.....	53,085
Shipments.....	6,102,190	399,057	2,592,935	.....	53,085

TOTAL HANDLINGS OF CANADIAN GRAIN AT EASTERN ELEVATORS

Receipts.....	116,415,429	10,851,457	10,045,694	485,990	933,244
Shipments.....	105,273,843	13,027,608	11,047,771	485,990	1,306,106

TOTAL HANDLINGS OF U.S.A. GRAIN AT EASTERN ELEVATORS

				Corn	
Receipts.....	1,048,911	177,508	.....	5,839,773	.....
Shipments.....	1,047,942	432,228	.....	8,488,214	.....

TOTAL HANDLINGS OF FOREIGN GRAIN (OTHER THAN U.S.A.) AT EASTERN ELEVATORS

South African corn.....	Receipts, 8,850,523 bush.	Shipments, 6,647,760 bush.
Argentine corn.....	" 3,501,739 "	" 3,636,061 "
Argentine oats.....	" 2,015,528 "	" 2,015,528 "
Argentine rye.....	" 1,977,041 "	" 1,976,036 "
Argentine flaxseed.....	" 1,787,862 "	" 1,855,707 "
Indian flaxseed.....	" 516,506 "	" 516,506 "
Polish barley.....	" 1,342,278 "	" 1,342,226 "
Polish rye.....	" 6,555,565 "	" 6,554,917 "
Latvian rye.....	" 1,123,836 "	" 1,123,836 "

IMPORTS FOR CANADA AND U.S.A. OF FOREIGN GRAIN (OTHER THAN U.S.A.) UNLOADED AT EASTERN ELEVATORS

Argentine corn.....	3,009,253 bush.	South African corn..	6,595,752 bush.
Argentine oats.....	1,218,390 "	Indian flaxseed	287,730 "
Argentine flaxseed.....	1,513,034 "	Polish barley.....	1,232,479 "
Argentine rye.....	1,675,073 "	Polish rye.....	3,295,696 "
		Latvian rye.....	562,083 "

IMPORTS OF FOREIGN GRAIN FOR CANADIAN DOMESTIC CONSUMPTION

<i>Unloaded at Eastern elevators</i>		<i>Unloaded at Canadian Pacific Seaboard ports</i>	
United States corn.....	975,021 bush.	United States wheat..	2,686 bush.
South African corn.....	3,527,849 "	South African corn....	465,215 "
Argentine corn.....	1,066,468 "	Argentine corn.....	116,762 "
Argentine flaxseed.....	775,416 "		

TOTAL EXPORTS OF CANADIAN GRAIN AND WHEAT-FLOUR, TWELVE MONTHS ENDED 31st JULY, 1935, AS COMPILED FROM CUSTOMS' RETURNS AND PUBLISHED BY THE DOMINION BUREAU OF STATISTICS

	*Via Atlantic Seaboard and Inland Ports of exit	Via Pacific Seaboard	Total
Wheat.....bush.	94,073,915	50,300,995	144,374,910
Wheat-flour.....bbls.	3,737,536	1,012,774	4,750,310
Total—as wheat.....bush.	110,892,829	54,858,480	165,751,309
Oats.....bush.	9,073,829	5,531,095	14,604,924
Barley.....bush.	14,207,729	849,144	15,056,873
Rye.....bush.	1,187,377	17	1,187,394
Flaxseed.....bush.	11,880	71	11,951
Total.....	135,373,644	61,238,807	196,612,451

*Includes shipments via Port Churchill, Hudson Bay: Wheat 4,049,871, wheat-flour 14,643 barrels; Total, as wheat, 4,115,765 bush., and oats 4,076 bush.

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-PORT ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP YEAR, ADJUSTED TO ALLOW FOR AMOUNTS WHICH WERE RETURNED FROM UNITED STATES LAKE PORTS TO CANADIAN PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments to all ports.....	132,414,847	9,109,877	12,800,289	1,094,727
To Canadian ports.....	78,755,783	6,368,184	5,410,425	265,000
To U.S.A. ports.....	53,659,064	2,741,693	7,389,864	829,727
Returned to Canadian ports.....	5,662,625	.....	.....	259,861
Net shipments to U.S.A. ports.....	47,996,439	2,741,693	7,389,864	569,866
Net total to Canadian ports.....	84,418,408	6,368,184	5,410,425	524,861

TRANSPORTATION RATES

Total shipments of export wheat from Fort William-Port Arthur via all routes to Montreal, Sorel and Quebec during the 1935 season of navigation were approximately 6 million bushels lower than during the 1934 season. Lake freight rates were much lower also. Weighted averages follow:—

To Montreal—all routes	-	1935 season 4.366 cents;	1934 season 5.963 cents per bus.
Sorel —all routes	-	1935 season 4.8 cents;	1934 season 5.924 cents per bus.
Quebec —all routes	-	1935 season 4.554 cents;	1934 season 6.033 cents per bus.

A record quantity of wheat, much of it grading Old Grade 2 Northern, was shipped in July and August from Fort William-Port Arthur to Georgian Bay ports, Goderich and Sarnia elevators at a rate of $1\frac{3}{4}$ cents. The weighted average to those ports for 1935 was $1\frac{7}{8}$ cents and for 1934 $2\frac{1}{4}$ cents.

Lake freight rates to Buffalo showed considerable fluctuations during the course of the season, as well as occasional variations, which suggest the absence of agreement among vessel owners, or momentary competition for business available. The season opened with a rate of 2 cents, which fell to $1\frac{3}{4}$ cents almost at once and by May 10 to $1\frac{1}{2}$ cents. Save for a short period at the end of May at $1\frac{3}{8}$ cents, the $1\frac{1}{2}$ cent rate continued through to the end of June. July and August shipments were mostly at $1\frac{3}{4}$ cents; most of September at $1\frac{1}{2}$ cents; and end of September 2 cents. October opened strong and some vessels were let at $2\frac{1}{4}$ cents, then weakness ensued, with rates from $2\frac{1}{4}$ cents down to $1\frac{1}{2}$ cents until the end of November. During the last 10 days of November and the first few of December vessels were chartered at rates varying from as low as 2 cents to a high of $4\frac{1}{4}$ cents for the last steamer loaded.

During the early part of the year ocean freight rates reflected the smaller volume of export grain being carried overseas. Very few tramp steamers were needed, liner space being almost sufficient to accommodate all shipments.

Shortly before the opening of navigation a schedule of minimum rates to be charged for shipments to Europe on homeward bound tramp steamers loading at Montreal, Sorel and Quebec were fixed on the basis of $1/7\frac{1}{2}$ per quarter of heavy grain cargoes not exceeding 25,000 quarters and $1/6$ per quarter for larger cargoes to London, Hull, Cardiff, Barry, Swansea, Antwerp or Rotterdam. Liner parcel rates were also fixed at $1/7\frac{1}{2}$ per quarter basis the same ports. Rates to other ports were calculated from the same basis plus usual differentials.

Shipments to United Kingdom ports, Antwerp and Rotterdam at these rates or with but slight variations therefrom continued until the end of August. Improvement in export demand then created a demand for all berth parcel space and rates to United Kingdom ports advanced by as much as 9 pence per quarter over the minimum rates. Tramp steamers also were chartered at rates substantially above the minimum basis.

Early in August import duties on grain imported via Antwerp and Rotterdam were removed in the hope of aiding the re-shipment business. Importers immediately took advantage of this and an increased movement of Canadian

grain resulted in a rate of $8\frac{1}{4}$ cents per 100 pounds, being set as a minimum. During October and November the rate rose to $9\frac{1}{4}$ cents, 10 cents, and 11 cents for berth space as demand increased.

On shipments from Vancouver ocean freight rates were lower than usual during a good part of 1935. Approximately 25 per cent of wheat exported to British ports was carried at rates of from 14/- down to 9/- per ton. The year opened with a rate of 16/- to 16/6, fluctuated between 16/- and 17/- until the last week in April when it fell to 15/- and declined steadily until a "distress" rate of 9/- was reached in mid-July. The following week tonnage was booked at 13/- and rates rose to a peak of 22/6 paid during the third week of October. From that point rates receded steadily to 18/- in November but rose again to 22/6 by the last half of December.

PORT CHURCHILL

During August, September and October, 1934, 15 vessels were loaded with a total of 4,049,877 bushels wheat, as compared with 2,707,891 bushels wheat shipped in 10 vessels in 1933. In addition, 4,635 bushels sacked oats were shipped to provide feed for cattle also carried by two of the steamers. The weighted average rate on the wheat shipped to British ports was $8\frac{1}{2}$ cents per bushel. The ocean rate only from Montreal at that time was $6\frac{3}{4}$ cents per bushel and the lake rate Fort William-Port Arthur to Montreal 6 cents per bushel, making the comparable basis, rates only, $12\frac{3}{4}$ cents via Montreal and $8\frac{1}{2}$ cents via Port Churchill.

OFFICIAL WEIGH-UP OF STOCKS IN ELEVATORS

Following the annual weighing of stocks in store in public, semi-public and private terminal elevators in the Western division, detailed statements of the overages and shortages, by grades, were prepared and submitted to the board. In addition, statements showing the results of excess and deficiency in the first four statutory grades of wheat were compiled in the manner prescribed in section 138, Canada Grain Act.

These calculations revealed excesses due to the Crown from the Canada West Grain Co. Ltd., Winnipeg (for the crop year 1933-34); the Ogilvie Flour Mills Co. Ltd., Edmonton, and the Canadian Government elevator at Lethbridge, which were duly reported to the board for demands for payment to be made.

Summaries of the results of the weigh-up are attached.

GENERAL

Copies of statements showing the distribution, by countries of ports where unloaded, of export shipments overseas of Canadian grain from Canadian seaboard ports are attached. The continued kind co-operation of shippers, shippers' and vessel agents, overseas importers and elevator licensees in furnishing details of ports of unloading, without which the compilation would not be possible, is most gratefully acknowledged. As it is not possible to obtain similar data covering the exports via United States Atlantic seaboard ports, the total of the weekly movement of Canadian grain, as reported by the United States Department of Commerce, has been used to complete the overseas total.

The courtesy of the United States Government in furnishing more complete data representing imports of Canadian grain for domestic consumption and for milling for export is also gratefully acknowledged.

The serious reduction, by heat and drought, of the yield of 1934 grain and hay crops in the United States rendered necessary the importation of large quantities of grain to partially make up for the deficiency. Large shipments of Canadian grain were made from Fort William-Port Arthur and Eastern elevators, particularly during the fall of 1934; one cargo of wheat—308,000

bushels—was shipped from Vancouver and rail shipments were made direct from country points in Western Canada to points immediately south of the International boundary, the railways facilitating such a movement by granting reduced rates on imports by the United States for feeding purposes only. The total extent of this movement is indicated by figures shown as export shipments of Canadian grain "to U.S.A." in the second table of this report.

Large imports of grain from the Argentine and European countries by the United States also were required and much of this was unloaded from ocean steamers at Canadian St. Lawrence river ports, where it was transferred to canallers for transport to the United States lower lake ports. Details of this movement will be found in the attached statement of handlings of foreign grain (other than U.S.A.) at Eastern elevators.

Details of the movement of United States grain handled through Eastern elevators were compiled monthly, together with summary statements for the year and copies forwarded to the United States Government.

In accordance with section 102, Canada Grain Act, certified copies of all insurance policies covering grain in store in terminal elevators were filed. All were carefully scrutinized to ensure their full compliance with the act and values of grain so insured worked out periodically to verify the amount in force at the moment being ample to cover the value of the grain. Values of grain in country elevators covered by specific grain insurance are worked out regularly. The value of this checking was apparent during the past crop year, several licensees having overlooked increasing the amount of insurance in force as stocks of grain increased. These were immediately communicated with and additional insurance placed, if it had not already been increased in the interim.

Copies of charter confirmations covering lake shipments from Fort William-Port Arthur were filed by shippers in accordance with the Inland Water Freight Rates Act. These were checked against actual shipments made and used in the working out of weighted averages of freight rates charged for the carriage of grain via different routes.

Details of prices of grain and monthly averages of daily quotations at Winnipeg, Vancouver, Liverpool and other principal markets have been entered in the permanent records. Publications containing prices of grain at certain principal markets have also been obtained and placed on file as required by section 21, Canada Grain Act.

Yours faithfully,

E. A. URSELL,
Statistician.

FORT WILLIAM, ONT., January 17, 1936.

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN ST. LAWRENCE-ATLANTIC SEABOARD PORTS, CROP YEAR 1934-35 (ENDED 31ST JULY)

Month	Wheat	Oats	Barley	Rye	Buckwheat
	bush.	bush.	bush.	bush.	bush.
August—1934.....	5,795,680	461,176	792,295	34,286	.....
September.....	4,714,462	450,577	491,667	.....	.....
October.....	5,323,943	208,026	562,954	12,857	68,545
November.....	6,320,763	344,056	813,153	34,286	29,488
December.....	1,405,826	47,747	.....	.....	2,333
January—1935.....	1,882,958	49,882	26,812	.....	71,691
February.....	1,687,069	16,413	99,947	.....	27,040
March.....	2,267,309	28,412	49,885	17,143	54,028
April.....	1,783,726	66,858	29,167	.....	30,982
May.....	5,000,355	1,089,991	504,139	17,143	48,931
June.....	1,640,088	1,054,379	628,495	172,592	26,551
July.....	1,831,726	782,003	630,819	250,286	36,791
Total.....	39,653,905	4,599,520	4,629,333	538,593	396,380

SUMMARY BY PORTS OF SHIPMENT

Month	Wheat	Oats	Barley	Rye	Buckwheat
	bush.	bush.	bush.	bush.	bush.
Montreal.....	24,875,189	4,415,396	4,452,689	521,450	215,346.
Sorel.....	4,373,755				
Quebec.....	2,490,305	9,392			
Halifax.....	2,891,731				
St. John.....				17,143	
West St. John.....	5,022,925	162,191	176,644		181,034
Toronto.....		12,541			
Total.....	39,653,905	4,599,520	4,629,333	538,593	396,380

SUMMARY BY COUNTRIES OF DESTINATION

Great Britain and Northern Ireland....	26,459,535	4,416,309	3,812,740	165,479	8,540
Irish Free State.....	2,586,095				
Belgium.....	4,036,015	14,106	80,000	101,697	90,097
Denmark.....	812,567			46,846	
Finland.....	27,600				
France.....	1,185,619				
Germany.....	72,000		50,000		
Holland.....	1,104,295	136,503	685,424	8,571	297,743
Italy.....	1,532,848				
Norway.....	1,346,800			216,000	
Sweden.....	371,838				
Newfoundland.....	2,137	19,214	1,169		
Bermuda.....		847			
West Indies.....	4,240	12,541			
South Africa.....	112,316				
Total.....	39,653,905	4,599,520	4,629,333	538,593	396,380

EXPORT CLEARANCES OF CANADIAN GRAIN FROM CANADIAN PACIFIC
SEABOARD PORTS, CROP YEAR 1934 35 (ENDED JULY 31ST)

Month	Wheat	Oats	Barley	Flaxseed	Rye	Oats Groats
	bush.	bush.	bush.		bush.	pounds
August—1934.....	2,622,846	68,162	35,700			
September.....	3,031,720	386,545	100,388			1,241,500
October.....	5,670,794	372,188	89,888			
November.....	4,533,729	582,618	84,562	71		
December.....	3,037,293	628,694	99,508			
January—1935.....	4,843,009	999,511	101,099			
February.....	4,387,306	564,418	120,074			
March.....	4,619,741	351,299	34,229	36		
April.....	5,646,034	628,440	24,589			
May.....	6,489,765	420,382	121,426			
June.....	2,998,424	120,538	41,557			
July.....	3,137,500	117,455				
Total.....	51,018,161	5,240,250	853,020	107		1,241,500

SUMMARY BY PORTS OF SHIPMENT

Vancouver-New Westminster....	47,798,688	5,240,250	853,020	107		1,241,500
Prince Rupert.....	2,293,949					
Victoria.....	925,524					
Total.....	51,018,161	5,240,250	853,020	107		1,241,500

SUMMARY BY COUNTRIES OF DESTINATION

Month	Wheat	Oats	Barley	Flaxseed	Rye	Oats Groats
	Bush.	Bush.	Bush.	Bush.	Bush.	Pounds
Great Britain & Northern Ire- land.....	38,037,781	4,751,067	844,993	.....	.....	1,120,000
Belgium.....	3,497,625	61,176	.....	.....	.....	.....
Denmark.....	533,853	.....	.....	.....	.....	.....
France.....	970,202	.....	.....	.....	.....	.....
Germany.....	57,867	.....	.....	.....	.....	.....
Holland.....	2,328,324	324,706	.....	.....	.....	.....
Italy.....	697,920	13,176	.....	.....	.....	.....
Malta.....	274,722	.....	.....	.....	.....	.....
Norway.....	642,133	19,765	.....	.....	.....	.....
China.....	37,217	36,487	8,027	107	.....	121,500
Japan.....	3,179,500	2,347	.....	.....	.....	.....
Manila.....	940	3,294	.....	.....	.....	.....
Malay States.....	.....	117	.....	.....	.....	.....
Straits Settlements.....	933	66	.....	.....	.....	.....
New Zealand.....	47,733	.....	.....	.....	.....	.....
United States of America.....	308,000	.....	.....	.....	.....	.....
Mexico.....	7,015	2,941	.....	.....	.....	.....
Central America.....	15,833	.....	.....	.....	.....	.....
Bolivia.....	40,554	.....	.....	.....	.....	.....
Chile.....	18,667	.....	.....	.....	.....	.....
Colombia.....	208,250	.....	.....	.....	.....	.....
Peru.....	32,365	.....	.....	.....	.....	.....
British West Indies.....	.....	25,108	.....	.....	.....	.....
Portuguese East Africa.....	46,527	.....	.....	.....	.....	.....
Union of South Africa.....	4,200	.....	.....	.....	.....	.....
Total.....	51,018,161	5,240,250	853,020	107	.....	1,241,500

EXPORT CLEARANCES OF CANADIAN GRAIN FROM PORT CHURCHILL, CROP YEAR
1934-35 (ENDED JULY 31)

Month	Wheat	Oats
	bush.	bush.
August.....	1,565,156	.....
September.....	1,930,321	4 517
October.....	554,400	118
November to July.....	.....	.....
Total.....	4,049,877	4,635

SUMMARY BY COUNTRIES OF DESTINATION

Great Britain.....	2,665,526	4,635
Belgium.....	1,120,351	.....
Holland.....	264,000	.....
Total.....	4,049,877	4,635

SUMMARY OF EXPORT CLEARANCES OF CANADIAN GRAIN TO OVERSEAS
DESTINATIONS FROM CANADIAN PORTS ONLY, CROP YEAR 1934-35
(ENDED JULY 31)

Port	Wheat	Oats	Barley	Flaxseed	Rye	Buck- wheat	Oats, groats
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Pounds
Vancouver-New Westmin- ster.....	47,798,688	5,240,250	853,020	107			1,241,500
Prince Rupert.....	2,293,949						
Victoria.....	925,524						
Montreal.....	24,875,189	4,415,396	4,452,689		521,450	215,346	
Sorel.....	4,373,755						
Quebec.....	2,490,305	9,392					
Halifax.....	2,891,731						
St. John.....					17,143		
West St. John.....	5,022,925	162,191	176,644			181,034	
Toronto.....		12,541					
Port Churchill.....	4,049,877	4,635					
Grand total....	94,721,943	9,844,405	5,482,353	107	538,593	396,380	1,241,500

	bush.
Total wheat shipments from Canadian ports.....	94,721,943
Shipments via United States Atlantic Seaboard ports.....	*22,027,000
Imports into United States for domestic consumption.....	14,839,563
Imports into United States for grinding in bond.....	11,059,875
Grand total.....	142,648,381

*Unrevised figures published by United States Department of Commerce.

The grand total of export clearances—142,648,381 bushels wheat—is not comparable with the official total of exports—144,374,910 bushels wheat—compiled from Customs returns owing to quantities shipped to the United States being stored in bond or in process of milling and not included in United States official returns of imports.

DISTRIBUTION OF EXPORT CLEARANCES OF CANADIAN WHEAT TO OVERSEAS
DESTINATIONS, CROP YEAR 1934-35 (ENDED JULY 31)

	Via Canadian Pacific Seaboard Ports	Via Canadian St. Lawrence- Atlantic Seaboard Ports	Via Port Churchill	Total
	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	33,037,781	26,459,535	2,665,526	67,162,842
Irish Free State.....		2,586,095		2,586,095
Belgium.....	3,497,625	4,036,015	1,120,351	8,653,991
Denmark.....	563,853	812,567		1,376,420
Finland.....		27,600		27,600
France.....	970,202	1,185,619		2,155,821
Germany.....	57,867	72,000		129,867
Holland.....	2,328,324	1,104,295	264,000	3,696,619
Italy.....	697,920	1,532,848		2,230,768
Malta.....	274,722			274,722
Norway.....	642,133	1,346,800		1,988,933
Sweden.....		371,838		371,838
China.....	37,217			37,217
Japan.....	3,179,500			3,179,500
Manila.....	940			940
Straits Settlements.....	933			933
New Zealand.....	47,733			47,733
Newfoundland.....		2,137		2,137
United States of America.....	308,000			308,000
Mexico.....	7,015			7,015
Central America.....	15,833			15,833
Bolivia.....	40,554			40,554
Chile.....	18,667			18,667
Colombia.....	208,250			208,250
Peru.....	32,365			32,365
West Indies.....		4,240		4,240
Portuguese East Africa.....	46,527			46,527
Union of South Africa.....	4,200	112,316		116,516
Total.....	51,018,161	39,653,905	4,049,877	94,721,943

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1934-35
(ENDED JULY 31)

GRAIN COMMISSION

	Wheat	Oats	Barley	Flaxseed	Rye	Corn	Buckwheat	Oats groats	Mixed grain
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	pounds	pounds
<i>Exported Overseas—</i>									
From Montreal.....	24,875,189	4,415,396	4,452,689		521,450		215,346		
From Sorel.....	4,373,755								
From Quebec.....	2,490,305	9,392							
From Halifax.....	2,891,731								
From St. John.....		162,191	176,644		17,143		181,034		
From West St. John.....	5,022,925	12,541							
From Toronto.....									
Total.....	39,653,905	4,599,520	4,629,333		538,593		396,380		
<i>Shipped to U.S.A. Atlantic Seaboard Ports (for Export)—</i>									
From Port Colborne.....	57,718								
From Tiffin.....	40,000								
Total.....	97,718								
<i>Shipped to U.S.A. Domestic Points—</i>									
From Georgian Bay ports.....	860,842	135,835	2,500						
From Lower Lake ports.....	277,822	239,426	476,448		54,361				
From St. Lawrence ports.....	157,543	64,896	43,598						
Total.....	1,296,207	440,157	522,546		54,361				
<i>Shipped to Canadian Domestic Points—</i>									
From Georgian Bay ports.....	2,327,888	229,506	152,575		7,047	1,086			
From Lower Lake ports.....	1,550,366	378,094	187,702		46,603	65,858		159,650	
From St. Lawrence ports.....	868,581	1,514,413	763,047		42,815	11,184	8,686		
From Atlantic Seaboard ports.....	26,853	87,780	18,362						
Total.....	4,773,688	2,209,793	1,121,686		96,465	78,128	8,686	159,650	
<i>Shipped to Canadian Mills—</i>									
From Georgian Bay ports.....	8,342,704	1,938,061	148,072	105,326	10,100			199,200	
From Lower Lake ports.....	8,543,465	326,503	279,403	80,652	127,216	823			
From St. Lawrence ports.....	3,558,188	161,250	258,007	190,944	4,308		1,325		292,074
From Atlantic Seaboard ports.....		1,722							
Total.....	20,444,357	2,427,536	685,482	376,922	141,624	823	1,325	199,200	292,074
Grand total exported or moved into consumptive channels.....	66,265,875	9,677,006	6,959,047	376,922	831,043	78,951	406,391	358,850	292,074

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN
ELEVATORS, CROP YEAR 1934-35 (ENDED JULY 31)

	U.S. Wheat	U.S. Oats	U.S. Rye	U.S. Corn
	bush.	bush.	bush.	bush.
<i>Exported Overseas</i>				
<i>Shipped to U.S.A. Domestic Points—</i>				
From Georgian Bay ports.....	1,047,942	432,228		6,552,375
Lower Lake ports.....				746,280
St. Lawrence ports.....				112,912
Total.....	1,047,942	432,228		7,411,567
<i>Shipped to Canadian Domestic Points—</i>				
From Georgian Bay ports.....				5,555
Lower Lake ports.....				29,000
St. Lawrence ports.....				13,295
Total.....				47,850
<i>Shipped to Canadian Mills—</i>				
From Georgian Bay ports.....				52,829
Lower Lake ports.....				874,342
Total.....				927,171
Grand total exported or moved into consumptive channels.....	1,047,942	432,228		8,386,588

DISTRIBUTION OF SHIPMENTS OF FOREIGN GRAIN (OTHER THAN U.S.A.
GRAIN) FROM EASTERN ELEVATORS, CROP YEAR 1934-35 (ENDED JULY 31)

	Corn	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas</i>					
<i>Shipped to U.S.A. Domestic Points—</i>					
From Montreal and Quebec—					
Argentine.....	2,010,021	420,212		720,306	1,372,730
South African.....	650,172				
Polish.....			1,122,427		
Indian.....				58,530	
From Lower Lake ports—					
Argentine.....	86,441	797,138		84,985	300,963
Polish.....			109,799		3,259,869
Latvian.....					551,753
Indian.....				228,776	
Total.....	2,746,634	1,217,350	1,232,226	1,092,597	5,495,315
<i>Shipped to Canadian Domestic Points—</i>					
From Halifax and St. John—					
Argentine.....	143,133				
South African.....	667,399				
From St. Lawrence ports—					
Argentine.....	280,203				
South African.....	749,948				
From Lower Lake ports—					
Argentine.....	79,319				
South African.....	178,141				
Total.....	2,098,143				
<i>Shipped to Canadian Mills—</i>					
From Halifax and St. John—					
Argentine.....	105,252				
South African.....	227,500				
From St. Lawrence ports—					
Argentine.....	176,500			585,573	
South African.....	817,206				
From Lower Lake ports—					
Argentine.....	282,061				
South African.....	684,598				
From Georgian Bay ports—					
Argentine.....				189,843	
South African.....	203,057				
Total.....	2,496,174			775,416	
Grand total exported or moved into con- sumptive channels.....	7,340,951	1,217,350	1,232,226	1,868,013	5,495,315

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY, 1935.
SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Canadian Government elevators— Calgary.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	pounds	pounds
Edmonton.....		8,324-50	776-16				2,040-30						9,890	
Lethbridge.....	2,736-10	3,878-00	2,365-20		139-14									
Moose Jaw.....		270-00	296-06											
Saskatoon.....		1,014-50		89-20	1,650-10			3-46		42-21				
Pacific Terminal Elevator Co. Ltd., Vancouver.....	4,242-30													
Totals.....	6,978-40	13,487-40	3,438-08	89-20	1,789-24		2,040-30	3-46	5-02	42-21	5-30		9,890	
Net Total—Surplus. or Deficit.....			3,348-22		1,789-24		2,036-32				5-30		9,890 pounds	

At the Canadian Government elevator, Lethbridge, an excess of 1,922-40 bushels 1 Hard wheat and deficiencies in 12 other grades of wheat, totalling 1,492-50 bushels, were revealed. Accordingly, the board made a demand for the 1,922-40 bushels 1 Hard wheat, after providing for the value of the deficiencies in the lower grades of the same class of grain.

Fort William, Ontario.

ANNUAL WEIGH-UP, JULY 31, 1935—Con.

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1935, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co., Ltd.....				45-40	547-10	2, 054-50	4, 272-20	
Canadian Consolidated Grain Co., Ltd.—								
“Empire”	7-50							3, 511-20
“Thunder Bay”					1, 336-00	6, 550-40	4, 618-00	3, 993-20
Eastern Terminal Elevator Co., Ltd.....					1, 803-10	19, 862-30	11, 138-00	1, 034-20
Federal Grain Ltd.—								
“Consolidated”					299-10	1, 616-00	1, 173-30	73-10
“Northwestern”			2, 973-20		1, 407-10	5, 553-40		876-30
“Stewart”					56-10	9, 479-30	266-40	235-50
Fort William Elevator Co., Ltd.....					45-00	148-00	836-40	33-40
Gillespie Grain Co. Ltd.....			576-20		3-30	1, 342-10		999-10
Grand Trunk Pacific Elevator Co., Ltd.....			23, 503-00		780-20	53, 275-40		
Manitoba Pool Elevators, Ltd., “Terminal No. 1”				13, 139-10				
McCabe Bros. Grain Co., Ltd.....					1, 889-40	2, 385-30	1, 893-30	77-20
Northland Elevator Co., Ltd. “D”					309-50	6, 668-40	5, 468-00	695-40
Ogilvie Flour Mills Co., Ltd.....	11-40			166-20	59-20	12, 440-40	4, 619-50	174-10
N. M. Paterson & Co., Ltd.....	915-00	2, 319-50				4, 748-10	10, 214-20	
Phoenix Elevator Co., Ltd.....							12, 627-50	170-20
Reliance Grain Co., Ltd.....						12-10	146-40	2-40
Saskatchewan Pool Terminals, Ltd.—					265-30	5, 122-40	4, 233-10	1, 896-40
“Terminal No. 4”	1, 062-30							
“Terminal No. 5”	381-50			396-50	46-50	21, 541-20	6, 071-20	1, 735-40
“Terminal No. 6”				4, 413-20		4, 125-40	566-30	3-40
“Terminal No. 7”					2, 486-20	16, 553-40	5, 818-20	
Searle Terminal, Ltd.....					3, 342-50	16, 957-50	4, 083-20	
Superior Elevator Co., Ltd.....	434-40				283-00	3, 493-40	8, 634-20	10, 661-40
Union Terminal, Ltd.....	666-00	10, 589-00				1, 455-40	7, 836-20	1, 307-40
United Grain Growers’ Terminals, Ltd.....	1-40		3, 537-50			1, 474-00	9, 280-20	1, 559-10
Western Grain Co., Ltd.....			1, 995-10					15, 386-00
						78-30		8, 452-30

There is no excess due to the Crown from any of the above elevators.

Fort William, Ontario.

ANNUAL WEIGH-UP JULY 31, 1935--*Con.*

SUMMARY of results of calculations of Excess or Deficiency in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1935, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, VANCOUVER-NEW WESTMINSTER, PRINCE RUPERT, VICTORIA, CHURCHILL and NORTH TRANSCONA, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930.

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
<i>Vancouver-New Westminster—</i>								
Alberta Wheat Pool elevator No. 1.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Alberta Wheat Pool elevator No. 2.....					3,070-20	6,156-20	5,058-50	2,919-40
Columbia Grain Elevator Co., Ltd.....					231-20	1,163-40	671-40	145-50
Midland Pacific Terminal, Ltd.....	535-40				3,565-30	2,740-30	1,325-40	13,635-10
Searle Terminal, Ltd.....			4,301-30		1,032-00	2,594-50	23,577-20	2,354-00
United Grain Growers Terminals, Ltd....				1,675-10	1,523-40	1,943-00	7,557-30	3,436-20
Vancouver Terminal Co., Ltd.....					2,973-50	8,748-10	10,164-00	3,105-40
<i>Prince Rupert—</i>								
Alberta Wheat Pool.....					256-00	4,540-50	1,505-00	223-00
<i>Victoria—</i>								
Alberta Wheat Pool.....						1,177-30	1,412-30	18-00
<i>Churchill—</i>								
Hudson Bay Railway Terminals (Canadian Government) elevator.....					204-30	6,230-50	539-00	162-50
<i>North Transcona—</i>								
Eastern Terminal Elevator Co., Ltd.....		82-10					83-10	

There is no excess due to the Crown from any of the above elevators.

Fort William, Ontario.

APPENDIX No. 2

COMMITTEE ON GRAIN STANDARDS

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.

C. M. Hamilton, Commissioner, Board of Grain Commissioners.

J. D. Fraser, Chief Inspector, Board of Grain Commissioners.

James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.

C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.

Dr. W. F. Geddes, Chemist in charge, Grain Research Laboratory.

L. N. Newman, Dominion Cerealists.

H. Sellers, representing millers of wheat flour.

George Bennett,

W. H. Fairfield,

R. H. MacDonald,

B. S. Plumer,

Dean A. E. Shaw

J. Wellbelove,

A. E. Wilson,

G. E. Canfield,

A. Sproule,

P. F. Bredt,

Dr. G. P. McRostie,

J. Quick,

K. Campbell, representing Grain Growers in British Columbia.

C. J. Drake, Secretary.

representing Grain Growers in Alberta.

representing Grain Growers in Saskatchewan.

representing Grain Growers in Manitoba.

COMMITTEE ON EASTERN GRAIN STANDARDS

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.

C. M. Hamilton, Commissioner, Board of Grain Commissioners.

Norman Wight, representing Montreal Board of Trade.

E. D. Sullivan, representing Toronto Board of Trade.

T. A. Climo, representing Exporters of Grain.

C. N. G. Short, } representing millers of wheat in the Eastern
J. J. Page, } Division.

H. A. Gilroy, } representing Grain Growers in Ontario,

W. A. Amos,

J. D. Fraser, Chief Inspector, Board of Grain Commissioners.

J. M. Vittie, additional.

G. E. McConney, additional.

H. C. Beatty, Secretary, Montreal.

APPENDIX No. 3
GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman.)	Vacant (Chairman).	C. R. Manahan (Chair-
Grant Hammond.	C. Floyd.	man).
J. McMahon.	F. T. Allison.	J. W. Allen.
A. F. Moore.	J. A. Harris.	W. N. Boyle.
J. Murray.	W. McLeod.	A. Fraser.
S. C. Swanton.	E. J. Munson.	C. C. Gillies.
C. J. Wells.	A. Pierson.	J. A. Kyle.
P. V. Wright.	C. W. Roenish.	L. T. Ingram.
C. J. Drake (Secretary).	W. E. Bray (Secretary).	R. H. Settle.
		F. J. Wolfe.
		John Blue (Secretary).

<i>Toronto</i>	<i>Montreal</i>
G. D. Brundrit.	C. B. Esdaile (Chairman).
C. H. Coatsworth.	B. J. Bolan.
R. C. Pratt.	A. Chaplin.
N. H. Campbell.	F. B. Earle.
C. W. Heimbecker.	R. Hume.
L. S. Johnston.	H. C. Beatty (Secretary).
W. N. McCarthy.	
G. E. McConney.	
E. D. Sullivan.	
K. F. Wadsworth.	
F. D. Tolchard (Secretary).	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1935

	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	703	95	2	606
Calgary.....	562	97	2	457
Edmonton.....	588	105	2	481
Toronto.....				
Montreal.....				

APPENDIX No. 4

REPORT OF REGISTRAR

WINNIPEG, MAN., December 31, 1935.

The Secretary,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

DEAR SIR,—There is submitted hereunder statement showing the total registrations and registrations for cancellation of terminal elevator warehouse receipts and Eastern warehouse receipts or transfer receipts during the crop year ended August 31, 1935:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg—</i>		
Wheat.....	155,873,766	163,142,592-50
Oats.....	8,994,700-22	8,315,261-08
Barley.....	10,900,001-18	11,746,893-11
Flax.....	267,884-20	479,843-05
Rye.....	2,316,220-34	2,501,712-02
Mixed grain.....	97,043-20	44,573-
Corn.....	34,374-06	34,365-30
Barley malt.....	547,269-10	543,286-30
Broken wheat.....		3,782-24
<i>Vancouver—</i>		
Wheat.....	48,441,431-20	50,762,122-20
Oats.....	4,301,613-03	5,029,547-25
Barley.....	1,040,118-16	1,017,828-26
Flax.....	3,092-32	2,622-54
Rye.....	708-52	6,255-40
Mixed grain.....	3,514	31,203-20
Corn.....	2,142-18	2,111-34
Oat groats.....	69-04	23,333-16
<i>Calgary—</i>		
Wheat.....	2,205,542-50	2,228,471-50
Oats.....	223,090	301,052-12
Barley.....	448,292-14	449,082-14
Flax.....	812-27	796-13
Rye.....	906-38	906-38
Mixed grain.....	104	809
<i>Edmonton—</i>		
Wheat.....	1,905,559-20	2,101,454-40
Oats.....	427,090	423,544-14
Barley.....	23,655-20	25,760-20
Flax.....	180-04	177-38
<i>Lethbridge—</i>		
Wheat.....	1,359,731-30	898,247-10
Oats.....	317-22	8,730
Barley.....		42-34
<i>Moose Jaw—</i>		
Wheat.....	447,483-50	486,418-10
Oats.....	104,650-30	102,826-16
Flax.....	1,286-01	1,286-01
Mixed grain.....	1,301-10	1,301-10
<i>Saskatoon—</i>		
Wheat.....	224,395-50	261,652-50
Oats.....	88,284-24	85,225-16
Barley.....	4,822-44	4,822-44
Flax.....	2,672-43	2,529-46
Mixed grain.....		100

	Bushels Registered	Bushels Registered for Cancellation
<i>Total—</i>		
Wheat.....	210,457,910-40	219,880,959-50
Oats.....	14,139,746-11	14,266,187-23
Barley.....	12,416,890-16	13,244,430-05
Flax.....	275,928-15	487,255-48
Rye.....	2,317,836-12	2,508,874-24
Mixed grain.....	101,962-30	77,986-30
Corn.....	36,516-24	36,477-08
Barley malt.....	547,269-10	543,286-30
Oat groats.....	48-46	23,333-16
Broken wheat.....		3,782-00

EASTERN WAREHOUSE RECEIPTS OR TRANSFER RECEIPTS

<i>Montreal—</i>		
Wheat.....	124,027,843	94,679,176
Oats.....	13,191,670-28	14,411,332-06
Barley.....	10,690,270-14	11,964,505-36
Flax.....	2,791,899-44	2,701,418-44
Rye.....	10,661,343-46	10,792,836-16
Buckwheat.....	539,537-30	540,571-20
Corn.....	15,769,795-18	19,489,399-50
Screenings.....	351,550-38	303,383-08
Beans.....	1,321-30	1,321-30

Yours respectfully,

W. T. TODD,
Registrar.

APPENDIX No. 5
REPORT OF CHIEF INSPECTOR OF GRAIN

WINNIPEG, MAN., October 31, 1935.

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I herewith submit my annual report covering car and cargo inspections in the Western Division, car and cargo inspections and sampling in the Eastern Division for the crop year ending July 31, 1935.

The crop of 1934 was strikingly similar to that of 1933. It exceeded 1933 by only 728 cars, was therefore the second smallest crop since 1920, due, as in the former year, to continual drought, intense heat, together with grasshopper damage over a large area of the central and southern portions of the prairie provinces. Rain and snow in some of the Northern sections, and especially in the Peace River country, during the harvesting operations, produced considerable tough and damp grain. However, in spite of the adverse conditions the Red Spring and Amber Durum wheats produced were of a high grade and good quality.

The total number of cars inspected in the Western Division for the year 1934-35 was 179,191, as against 178,463 in the previous year.

Yours truly,
JAS. D. FRASER,
Chief Inspector.

WESTERN DIVISION

The total primary inspections in the Western Division from August 1, 1934, to July 31, 1935, are made up as follows:—

	Cars	Per-centage
Wheat.....	154,353	86.14
Oats.....	14,062	7.85
Barley.....	9,482	5.29
Flaxseed.....	429	.24
Rye.....	740	.41
Mixed Grain.....	96	.05
Screenings.....	29	.02
Total.....	179,191	100.00

The grades of Wheat are as follows:—

	Cars	Per-centages
1 Manitoba Hard.....	7,466	4.838
1 Manitoba Northern.....	56,249	36.442
2 Manitoba Northern.....	36,175	23.437
3 Manitoba Northern.....	10,670	6.913
4 Manitoba Northern.....	10,028	6.497
No. 5.....	7,524	4.874
No. 6.....	3,159	2.048
Sample.....	66	.043
Feed.....	365	.236
Smutty.....	732	.474
Tough.....	13,102	8.488
Damp.....	2,000	1.296
Rejected.....	321	.208
1 Amber Durum.....	4,306	2.790
2 Amber Durum.....	857	.556
3 Amber Durum.....	285	.185
4 Amber Durum.....	55	.035
5 Amber Durum.....	2	.001
Smutty Amber Durum.....	36	.023
Tough Amber Durum.....	350	.227
Damp Amber Durum.....	12	.008
Rejected Amber Durum.....	55	.035
1 White Spring.....	42	.027
2 White Spring.....	34	.022
3 White Spring.....	23	.015
Tough White Spring.....	14	.009
Damp White Spring.....	1	Nil
Rejected White Spring.....	11	.007
1 mixed wheat.....	10	.007
2 mixed wheat.....	2	.001
3 mixed wheat.....	13	.008
4 mixed wheat.....	6	.004
5 mixed wheat.....	29	.019
Tough mixed wheat.....	5	.003
Smutty mixed wheat.....	7	.005
Rejected mixed wheat.....	6	.004
1 Alberta Red Winter.....	238	.154
2 Alberta Winter.....	48	.031
3 Alberta Winter.....	8	.005
Tough Alberta Winter.....	1	Nil
Smutty Alberta Winter.....	38	.025
Rejected Alberta Winter.....	1	Nil
Damp Alberta Winter.....	1	Nil
Total.....	154,353	100.000

The grades of Oats are as follows:—

	Cars	Percentages
1 C.W.....	27	.192
2 C.W.....	2,630	18.703
3 C.W.....	1,669	11.869
Special feed.....	183	1.301
Ex. 1 feed.....	2,470	17.565
1 feed.....	3,458	24.591
2 feed.....	733	5.213
3 feed.....	89	.633
Mixed feed oats.....	35	.249
Rejected oats.....	9	.064
Tough.....	2,121	15.083
Damp.....	628	4.466
Sample.....	10	.071
Total.....	14,062	100.000

The grades of Barley are as follows:—

	Cars	Percentages
2 C.W. (six row).....	1	.011
3 Ex. C.W. (six row).....	3,179	33.526
3 Ex. C.W. (two row).....	134	1.413
2 C.W. Trebi.....	2	.021
3 Ex. C.W. Trebi.....	49	.517
3 C.W.....	2,518	26.555
4 C.W.....	774	8.163
5 C.W.....	697	7.350
6 C.W.....	428	4.514
Rejected.....	8	.085
Tough.....	1,588	16.748
Damp.....	103	1.086
Sample.....	1	.011
Total.....	9,482	100.000

The grades of Flax are as follows:—

	Cars	Percentages
1 C.W.....	348	81.119
2 C.W.....	57	13.287
3 C.W.....	8	1.863
4 C.W.....	1	.233
Tough.....	10	2.331
Damp.....	2	.467
Sample.....	3	.700
Total.....	429	100.000

The grades of Rye are as follows:—

	Cars	Percentages
1 C.W.....	41	5.541
2 C.W.....	386	52.162
3 C.W.....	173	23.378
4 C.W.....	18	2.433
Ergoty rye.....	25	3.378
Tough.....	92	12.432
Damp.....	5	.676
Total.....	740	100.000

The grades of Mixed Grains are as follows:—

	Cars	Per- centages
No. 1.....	13	13.542
No. 2.....	4	4.167
No. 3.....	52	54.167
Tough.....	24	25.000
Smutty.....	2	2.083
Damp.....	1	1.041
Total.....	96	100.000

The number of cars of grain inspected at the various points during the crop year August 1, 1934, to July 31, 1935:—

	Cars	Per- centages
Winnipeg.....	115,716	64.577
Calgary.....	21,805	12.169
Duluth.....	72	.040
Moose Jaw.....	6,016	3.357
Saskatoon.....	6,225	3.474
Medicine Hat.....	2,145	1.197
Lethbridge.....	543	.303
Vancouver.....	835	.466
Edmonton.....	23,232	12.965
Churchill.....	2,602	1.452
Total.....	179,191	100.000

SUMMARY OF CARS REINSPECTED

	Winnipeg			Calgary		
Cars inspected.....	115,716			21,805		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	18,461	71.13	15.95	1,691	65.72	7.76
Grades raised.....	5,418	20.88	4.68	513	19.94	2.35
Grades lowered.....	168	.65	.14	13	.50	.06
Dockage raised.....	151	.58	.13	34	1.32	.15
Dockage lowered.....	1,755	6.76	1.51	322	12.52	1.47
Totals.....	25,953	100.00	.....	2,573	100.00	.....

	Edmonton			Saskatoon		
Cars inspected.....	23,232			6,225		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	5,178	80.16	22.29	566	93.09	9.09
Grades raised.....	795	12.31	3.42	29	4.77	.46
Grades lowered.....	112	1.73	.48	8	1.32	.12
Dockage raised.....	116	1.80	.49	5	.82	.08
Dockage lowered.....	259	4.00	1.07	.....	.....	.....
Totals.....	6,460	100.00	.....	608	100.00	.....

SUMMARY OF CARS REINSPECTED—*Concluded*

	Moose Jaw			Medicine Hat		
Cars inspected.....	6,016			2,145		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	524	90.35	8.71	57	67.86	2.66
Grades raised.....	53	9.13	.88	12	14.29	.56
Grades lowered.....	1	.17	.01	10	11.90	.46
Dockage raised.....				1	1.19	.04
Dockage lowered.....	2	.35	.03	4	4.76	.18
Totals.....	580	100.00		84	100.00	

RECAPITULATION OF REINSPECTIONS

	Cars	Percentages	Percentage of total inspections
Left as graded.....	26,477	73.03	14.77
Grades raised.....	6,820	18.81	3.81
Grades lowered.....	312	.86	.17
Dockage raised.....	307	.84	.17
Dockage lowered.....	2,342	6.46	1.31
Totals.....	36,258	100.00	20.23
Total—			
Reinspections.....	36,258		20.23
Left as graded.....	26,477	14.77	
Changes.....	9,781	5.46	20.23

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	P.c.	Cars	P.c.	Cars	P.c.	Cars	P.c.
Left as graded.....	606	86.20	457	81.32	481	81.80	1,544	83.32
Grades raised.....	95	13.52	97	17.26	105	17.86	297	16.03
Grades lowered.....	2	.28	2	.35	2	.34	6	.33
Dockage raised.....			1	.18			1	.05
Dockage lowered.....			5	.89			5	.27
	703		562		588		1,853	

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Percentages
Total inspections.....	179,191	100.000
Total appeals.....	1,853	1.034
Total grades sustained.....	1,544	0.862
Total grades changed.....	309	0.172

BUSHELS OF GRAIN INSPECTED AND SHIPPED BY VESSEL, AUGUST 1, 1934 TO JULY 31, 1935

	Fort William and Port Arthur	Vancouver and New Westminster	Prince Rupert	Victoria	Churchill, Man.	Duluth and Superior
Wheat.....	135,108,777	47,798,688	2,293,949	925,524	4,049,877	49,560
Oats.....	9,211,964	5,240,250			4,076	
Barley.....	13,677,978	853,020				
Flaxseed.....	389,695	107				
Rye.....	1,833,452					
Mixed grain.....	11,309					
Oats groats.....	35,294					
Screenings.....	1,314,386					

BUSHELS OF GRAIN SAMPLED AND UNLOADED AT DULUTH, U.S.A.

Wheat..... 326,438 Rye..... 59,850

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL
ELEVATORS AUGUST 1, 1934, TO JULY 31, 1935

	Chur- chill	Du- luth	Fort William and Pt. Arthur	Winni- peg	Cal- gary	Prince Rupert	Moose Jaw	Saska- toon	Leth- bridge	Van- couver	Ed- monton
Wheat.....		34	1,714	1,050	2,183		986	534	476	365	1,516
Oats.....	2		618	640	258	1	337	135	1	200	841
Barley.....		51	287	914	288		1	8		121	110
Flaxseed.....			18	2			2	2			
Rye.....		2	343	40	2					4	1
Mixed grain.....			18	15	36			4		4	22
Corn.....			43		1						
Screenings.....	1		448	165	211		93	126	5	627	28
Oats, groats.....			13								
Buckwheat.....			3								
Totals.....	3	87	3,505	2,826	2,979	1	1,419	809	482	1,321	2,518

GARNET WHEAT

WESTERN INSPECTION DIVISION

Cars containing a percentage of Garnet wheat, inspected in the crop year August 1, 1934, to July 31, 1935, graded into the Two Northern and lower grades of Red Spring wheat:—

Inspected at	Total cars Red Spring	Cars containing Garnet	Percentage of Garnet
Vancouver.....	605	1	.16
Edmonton.....	18,013	536	2.98
Medicine Hat.....	1,964	4	.20
Calgary.....	20,096	3,324	16.54
Saskatoon.....	3,867	20	.52
Winnipeg.....	96,474	12,308	12.76
Moose Jaw.....	3,698	67	1.81
Churchill.....	2,602	39	1.50
Total.....	147,319	16,299	11.06

EASTERN DIVISION

TOTAL INSPECTIONS, AUGUST 1, 1934, TO JULY 31, 1935

Cargoes—

Grain grown in Eastern Division—	Bushels	Bushels
At Toronto.....	501,796	
At Montreal.....	425,349	
At St. John, N.B.....	24,935	
		952,080

Car Loads—

Grain grown in Eastern Division—		Cars
At Toronto.....	1,287	
At Montreal.....	529	
		1,816

GRAIN CARGOES SAMPLED BUT NOT INSPECTED, AUGUST 1, 1934, TO
JULY 31, 1935

	Bushels	Bushels
Western grain.....	94,085,914	
Eastern grain.....	970,832	
South African corn.....	8,282,486	
Argentine grain.....	10,780,069	
Polish grain.....	5,432,370	
Indian Flax.....	287,158	
		119,838,829
At Montreal.....	100,415,025	
At Sorel.....	5,296,955	
At Quebec.....	4,334,651	
At St. John.....	5,781,495	
At Halifax.....	3,970,863	
At Toronto.....	39,840	
		119,838,829

CAR LOADS SAMPLED BUT NOT INSPECTED, AUGUST 1, 1934, TO JULY 31, 1935

	Montreal cars	Toronto cars
Western grain.....	160	..
Eastern grain.....	70	69
Argentine grain.....	114	..
African grain.....	25	11
	369	80

GRADES OF CARGOES INSPECTED

	Bushels
<i>Grain grown in Eastern Division—</i>	
Oats—	
No. 2 White.....	191,529
No. 3 White.....	282,637
No. 4 White.....	18,823
Barley—	
No. 3 Extra.....	296,401
No. 3.....	24,931
Buckwheat—	
No. 2.....	4,000
Mixed grain.....	133,759

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
<i>Wheat—</i>			
No. 2 White Winter.....	18	.....	18
No. 2 Red Winter.....	10	.....	10
No. 2 Mixed Winter.....	90	.....	90
No. 3 Mixed Winter.....	6	.....	6
Rejected Winter.....	5	.....	5
No. 1 Commercial.....	7	.....	7
No. 3 White Winter.....	1	.....	1
			137
<i>Oats—</i>			
No. 2 White.....	29	75	104
No. 3 White.....	131	141	272
No. 4 White.....	74	16	90
Tough.....	1	12	13
			479
<i>Barley—</i>			
No. 2.....	1	.....	1
No. 3 Extra.....	162	.....	162
No. 3.....	491	.....	491
No. 4.....	62	1	63
Tough.....	8	5	13
			730
<i>Buckwheat—</i>			
No. 3.....	.....	7	7
No. 4.....	.....	2	2
Tough.....	52	117	169
Damp.....	15	99	114
Rejected.....	.....	16	16
			308
<i>Rye—</i>			
No. 2.....	3	.....	3
No. 3.....	1	.....	1
			4
<i>Mixed grain.....</i>	51	31	82
			82
<i>Corn.....</i>	69	7	76
			76
	1,287	529	1,816

APPENDIX No. 6

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esquire,
Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—I herewith submit my annual report for the crop year ending July 31, 1935.

This branch supplied weighing services at all public terminal, semi-public terminal and private terminal elevators licensed by the board in the Western Division for the purpose of weighing all grain received into and shipped out of these elevators for which certificates of weight were issued as required under the Act.

In the Eastern Division weighing services have been supplied on a fees basis at the following elevators licensed by the board as eastern elevators for the purpose of weighing car lots shipped out of these elevators for domestic use:—

Goderich Elevator.

Western Canada Flour Mills Elevator, Goderich.

Canada Steamship Lines Elevator, Midland.

Midland Simcoe Elevator, Midland.

Aberdeen Elevator, Midland.

Great Lakes Elevator, Owen Sound.

Canadian Pacific Railway Elevator, Port McNicoll.

Sarnia Elevator, Sarnia.

Toronto Elevator, Toronto.

All equipment used for the receiving of grain into and shipping grain out of these elevators licensed by the board where weighing services have been supplied, has been maintained in good condition under the supervision of officers of this branch.

The scales in the elevators at the head of the lakes, Canadian Government interior elevators, the Department of Railways and Canals elevator at Churchill and those elevators loading to tide waters at the Pacific coast, were inspected twice during the crop year. The regular annual inspection required under the Weights and Measures Act, I carried out under my authority as Inspector of Weights and Measures of terminal elevator scales and certificates of verification were issued. The semi-annual inspection and special inspections made when deemed advisable are carried out to ensure the continued accuracy of the scales. Notwithstanding the heavy duty to which these scales have been subjected to, they have been kept in good condition with the constant services of an expert scale mechanic to meet the requirements for official weighing.

In the Eastern Division elevators licensed by the board as eastern elevators, the scales in these elevators have been inspected by Mr. P. J. Marples, the Grain Inspector in charge at Montreal.

Very few complaints were received of shortages on the outturn of cars unloaded at terminal elevators during the crop year, in proportion to the number of cars handled. The complaints received have been investigated and where the investigation warranted it, adjustments have been made or recommended.

In two cases of complaint which involved quite a number of cars, an investigation was ordered by the board with the result that the scales at the loading elevators were rejected.

During the crop year, there were a number of serious reported shortages on the outturn of some cargoes loaded at the head of the lakes, but after re-checking the official records covering the weighing and loading of these shipments and making a careful investigation at the loading elevators, there was no evidence that any error or mishap in weighing or loading occurred whereby the loading elevators could be held responsible for these alleged shortages. Five complaints were received on shipments out of the following ports: Churchill, Vancouver, Montreal and West St. John. (Investigations were made and reports submitted to the board.)

The stocks of grain in store in the elevators licensed by the board in the Western Division as public terminal and semi-terminal elevators, and the top four grades of wheat in the elevators licensed as private terminal elevators, were weighed over at the end of the crop year. Approximately 74,839,331 bushels of all grains were weighed over, and statements of the correct quantities of the various grades were prepared and forwarded to the board to permit of the adjustment of outstanding warehouse receipts in public and semi-public terminal elevators, and the establishment of overages in terminal elevators in accordance with the provisions of section 138 of the Canada Grain Act.

Attached are statements giving particulars of the various phases of the work of this branch.

Respectfully submitted,

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 11, 1935.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31, 1935:—

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	147,900,931-20	2,391,009-50	2,858,436-10	153,150,377-20
Oats.....	8,893,506-30	699,823-28	153,347-04	9,746,677-28
Barley.....	10,285,491-24	423,011-02	1,207,913-36	11,916,416-14
Flaxseed.....	259,893-34	15,761-16	19,995-30	295,650-24
Rye.....	1,006,770-02	342,949-20	685,517-48	2,035,237-14
South African corn (ex vessel).....	34,374-06			34,374-06
Argentine corn.....		20,311-54		20,311-54
Buckwheat.....	3,978-36			3,978-36
	pounds	pounds		pounds
Mixed grain.....	4,908,170	703,930		5,612,100
Mixed feed oats groats.....				
All screenings.....	4,565,230	4,462,790		9,028,020
Sample Barley Malt.....	16,676,490			16,676,490

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	132,335,938-20	123,116-50	2,414,210-20	2,803,784-00	137,677,049-30
Oats.....	9,102,818-19	1,157,981-21	700,810-19	109,147-02	11,070,757-27
Barley.....	12,798,705-05	70,467-14	423,567-09	879,958-05	14,172,697-33
Flaxseed.....	369,694-55	6,500-33	16,259-28	20,000-00	412,455-04
Rye.....	1,090,273-40	165-00	508,675-03	1,005,874-27	2,604,988-14
South African corn.....		34,365-30			34,365-30
Argentine corn.....		22,561-54	20,331-54		42,893-52
Buckwheat.....		3,782-24			3,782-24
	pounds	pounds	pounds		pounds
Mixed grain.....	565,436	1,053,750	704,400		2,323,586
Mixed feed oats					
groats.....	1,200,000	760,000			1,960,000
All screenings.....	84,588,170	26,504,065	4,607,740		115,699,975
Sample barley malt	16,676,490		66,990		16,743,480

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1934-35, AT THE FOLLOWING POINTS:

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	50,992,910-50	5,054,888-18	1,189,840-25	3,728-02	12,280-50	52,839,200
Victoria.....	3,550-10					
Prince Rupert.....	1,240,586-40	322-02				
Churchill.....	4,059,412-10	4,668-08				
North Transcona.....						
Calgary.....	1,953,400-30	223,670-10	448,589-38	103-07	1,067-38	40,370
Edmonton.....	1,874,387-30	423,804-24	25,059-18			20,870
Lethbridge.....	926,109-20	199-04	42-34			
Moose Jaw.....	493,783-30	104,912-12		1,531-54		66,050
Saskatoon.....	270,412-50	88,346-16	4,826-02	3,147-11		16,130

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	48,326,052-40	5,810,880-21	1,058,718-41	2,109-36	5,937-28	49,505,100
Victoria.....	933,107-30	194-14				34,890
Prince Rupert.....	2,294,300-20	21,110-30				11,570
Churchill.....	4,049,877-30	8,908-28				5,303,500
North Transcona.....	45,690-20					
Calgary.....	2,230,966-20	322,104-14	449,082-14	103-07	906-38	2,212,510
Edmonton.....	2,109,525-50	451,899-02	24,510-20			2,047,040
Lethbridge.....	909,187-10	1,962-02	42-34			617,410
Moose Jaw.....	377,069-50	107,726-16		1,353-39		456,030
Saskatoon.....	261,647-50	90,069-12	4,822-44	2,742-00		368,856

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1934-1935

Kenora.....	371
Keewatin.....	4,550
Winnipeg.....	10,082
Portage la Prairie.....	885
Saskatoon.....	4,450
Moose Jaw.....	6,595
Calgary.....	5,573
Edmonton.....	2,501
Medicine Hat.....	2,376
Total.....	37,383

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT, CROP YEAR 1934-35

CANADIAN PACIFIC RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lake head elevators.....	5,427	672	83
Elevators excluding lake head.....	4,064	732	105
Cars reported bad order and loads transferred.....	7	.....	.....
Total.....	9,498	1,404	188

CANADIAN NATIONAL RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lake head elevators.....	5,857	1,057	21
Elevators excluding lake head.....	2,008	200	25
Cars reported bad order and loads transferred.....	.....	.....	.....
Total.....	7,865	1,257	46
Total both roads.....	17,363	2,661	234

Defective and missing seals detected at time of inspection at Winnipeg:—

C.P.R.....	912
C.N.R.....	492
Total.....	1,404

REPORT OF THE AVERAGE REPORTED SHORTAGES OF POUNDS PER 1,000 BUSHEL
ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT ARTHUR AND
UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	78,755,782-40	Short 25·1
Oats.....	6,368,184-05	Short 21·04
Barley.....	5,410,424-40	Short 26·13
Flaxseed.....	377,267-45	Short 62·17
Rye.....	265,000-00	Short 63·9
Barley malt.....	16,676,490 lbs.	Short 28 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	600-0000 tons	Short 1·38 lbs. per ton.
Screenings.....	7,076-1690 tons	Short 3·73 lbs. per ton.

AMERICAN PORTS

Wheat.....	53,659,064-00	Short 25·83
Oats.....	2,741,693-08	Short 30·96
Barley.....	7,389,864-17	Short 48·05
Rye.....	829,727-16	Short 67·
Screenings.....	35,617-0480 tons	Short 7·6 lbs. per ton.

GRAND TOTALS—GRAIN SHIPPED

Wheat.....	132,414,846-40	Short 25·4
Oats.....	9,109,877-13	Short 24·03
Barley.....	12,800,289-09	Short 38,78
Flaxseed.....	377,267-45	Short 62·17
Rye.....	1,094,727-16	Short 66·25
Barley malt.....	16,676,490 lbs.	Short 28 lbs. per 1,000 lbs.
Mixed feed, oats groats.....	600-0000 tons	Short 1·38 lbs. per ton.
Screenings.....	42,694-0170 tons	Short 6·96 lbs. per ton.

APPENDIX No. 7

REPORT OF GENERAL MANAGER OF CANADIAN GOVERNMENT
ELEVATORS

FORT WILLIAM, ONT., December 7, 1935.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following report of the Canadian Government Elevators for year 1935:—

ELEVATORS OPERATED

The elevators at Moose Jaw, Saskatoon, Calgary, Edmonton and Lethbridge, were operated by this branch as in former years.

ELEVATORS LEASED

The elevator at Prince Rupert was operated by the Alberta Pool Elevators Limited, under lease which expired July 31, 1935. A further lease was entered into for a period of two years from August 1, 1935.

The Port Arthur elevator continues to be operated by McCabe Bros. Grain Company, Limited, under the lease which covered a period of two years from August 1, 1934, with an option to extend the period for a further three years at the end of the lease.

CHARGES

The charges at the five elevators operated were maintained on the same basis as the previous year, the elevation charge on wheat at all the points being two-fifths of one cent ($\frac{2}{5}$ cent) per bushel and the storage charge one-sixtieth of one cent ($\frac{1}{60}$ cent) per bushel per day.

GRAIN HANDLED

Whilst the volume of grain received at Calgary and Edmonton elevators did not reach the figure for the previous crop year, it was about 2,000,000 bushels greater than that of 1932-33. The Lethbridge elevator, with an increase of more than three quarters of a million bushels, handled the greatest volume of any season since it commenced operating, and indications are that the year 1935-36 will see a further increase in the volume of grain handled at that point.

Continued adverse crop conditions in Saskatchewan and the fact that storage space sufficient for requirements was at all times available at the lake-head terminals and country points resulted in very small handlings through the Moose Jaw and Saskatoon elevators.

The following comparative statement shows receipts at each elevator during the last two crop years:—

Elevator	1933-34	1934-35	Increase	Decrease	Net Decrease
Moose Jaw.....	1,543,694	599,149	.....	944,545	.....
Saskatoon.....	966,466	365,234	.....	601,232	.....
Calgary.....	3,216,563	2,625,558	.....	591,005	.....
Edmonton.....	3,067,629	2,322,596	.....	745,033	.....
Lethbridge.....	155,046	925,863	770,817	.....	.....
	8,949,398	6,838,400	770,817	2,881,815	2,110,998

REPAIRS AND IMPROVEMENTS

The work commenced at Port Arthur elevator during the previous year was completed. This included extensive repairs to roofs of buildings and trackshed, repairing and painting workhouse walls and steelwork, repairing all windows and window frames.

Calgary.—Modern sanitary arrangements were installed, including water supply, plumbing fixtures and sewer. A new coal shed was built to replace the one destroyed by fire. The foreman's office in the workhouse was enlarged and a new office constructed in the storage annex.

Saskatoon.—To obtain a more satisfactory water supply for steam boilers, space under the boiler room was lined and waterproofed; a section of the trackshed was eavetroughed and water piped to this tank. Ditches were dug around both annexes and earth backfilled against the storage bin walls to ensure better drainage of surface water away from the buildings, water being directed from the ditches through culverts installed under the tracks.

The grain inspection office was thoroughly renovated, the interior painted, exterior stuccoed and re-roofed.

Repairs to roof of storage annex.

Edmonton.—The approach to the elevator was graded and gravelled.

Prince Rupert.—Extensive repairs have been made to exterior walls of storage bins and entire concrete surface of annex and workhouse re-surfaced and painted. Repairs to roofs of cross galleries, head gallery, shipping gallery and dock warehouse are now in progress.

TRACKAGE

Trackage at all points has been maintained in good condition, the following replacements being made:—

Port Arthur— 500 track ties. Tracks re-surfaced.

Moose Jaw— 500 track ties. 70 cars ballast.

Saskatoon— 1,150 track ties.

Calgary— 400 ft. steel rails and fastenings.

Edmonton— 1,500 track ties.

Lethbridge— 15 cars ballast.

EQUIPMENT

Several of the elevators have now been in operation for twenty years and some of the original equipment is becoming so worn or obsolete that replacements require to be made as circumstances will permit. Work done during the year included the following:—

Moose Jaw.—Repairs to chain drives. New smokestack on drier boiler house.

Saskatoon.—Repairs to chain drives.

Edmonton.—300 k.v.a. static condenser unit. New discs in Carter disc separator.

Calgary.—Four cleaning machines transferred from Lethbridge. Three new cleaning machines installed. Eight new static condenser units. Repairs to chain drives. Elevator buckets and car haul cables.

Port Arthur.—New smokestacks on drier and heating plant. New chain drive. Extensive repairs to spouting, cyclones and car hauls. Two new conveyer belts.

RESULTS OF OPERATION

For the crop year ended July 31, 1935, the system, without allowing for depreciation, shows an excess of expenditure over revenue of \$2,506.44, compared with an excess of expenditure over revenue for the previous crop year of \$24,738.48.

Respectfully submitted,

R. HETHERINGTON, *General Manager.*

APPENDIX No. 8

REPORT OF GRAIN RESEARCH LABORATORY

WINNIPEG, MAN., December 31, 1935.

MR. J. RAYNER,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement covering the activities of the Grain Research Laboratory during the year 1935:

PROTEIN STUDIES:

- (a) Survey of the protein content of the 1935 Western Canadian hard red spring wheat crop.
- (b) Survey of the protein content of the 1935 Western Canadian amber durum wheat crop.
- (c) Survey of the protein content of the 1935 Western Canadian barley crop.
- (d) Survey of the protein content of the 1934 Western Canadian rye crop.
- (e) The protein content of hard red spring wheat cargoes shipped during the 1934-35 crop year.
- (f) The protein content of Western Canadian amber durum wheat cargoes shipped during the 1934-35 crop year.
- (g) The protein content of Western Canadian barley cargoes shipped during the 1934-35 crop year.
- (h) The protein content of average samples of hard red spring wheat, amber durum wheat, barley, oats and rye obtained from different inspection offices during the 1935 crop year.

MILLING AND BAKING STUDIES:

- (a) The milling and baking characteristics of the 1935 hard red spring wheat crop.
- (b) The comparative quality of cargoes of corresponding grade ex Vancouver and Fort William during the 1934-35 shipping season.
- (c) The comparative quality of weathered and unweathered wheat harvested in the Peace River district, 1934 crop.
- (d) The effect on the milling and baking quality of frosted wheat of increasing additions of thin rusted wheat.
- (e) An experimental flour mill for 100-gram wheat samples and an experimental milling and baking technique for use with same.
- (f) Further studies pertaining to the value of Canadian wheat for blending purposes with special reference to: (1) fermentation requirements of typical world wheats, (2) blending value of the different grades, (3) effect of flour improvers, and (4) effect of dough development.
- (g) Special investigations to further the sales abroad of Canadian wheat and flour.

MISCELLANEOUS INVESTIGATIONS:

- (a) Some physical and chemical characteristics of a sample of "Mummy" wheat.
- (b) Effect of low temperatures on the operation of the Brown-Duvel moisture testing apparatus.
- (c) Review of literature pertaining to the denaturing of grain.
- (d) The comparative feeding values of the lower grades of Western Canadian wheat, oats and barley, as indicated by chemical analyses.
- (e) A comparative study of the Blish and Sandstedt and a modified Rumsey procedure for the estimation of diastatic activity.
- (f) Field tests with the Tag-Heppenstall Moisture Meter.
- (g) Survey of the ash content of No. One Northern wheat—1933 crop.

FLAX STUDIES:

- (a) An improved refractometric method for estimating the oil content of flaxseed.
- (b) The relation between weight per bushel, weight per thousand kernels and oil content of flaxseed.
- (c) The refractive index of cold pressed oil as an indication of the drying value.
- (d) Survey of the oil content and quality of the 1935 Western Canadian crop of flaxseed.

SUPERVISION OF MOISTURE TESTERS

CO-OPERATIVE STUDIES AND SERVICES:

- (a) National Research Council and Dominion Department of Agriculture.
 - 1. General Collaborative Work.
 - 2. The Opinions of several Canadian, British and American cereal chemists regarding the comparative quality of Average Garnet No. One and Average No. One Northern wheats.
 - 3. Durum Wheat Studies.
- (b) Cereal Division, Experimental Farms Branch, Ottawa.
- (c) Dominion Rust Research Laboratory, Winnipeg.
- (d) American Association of Cereal Chemists.
- (e) U.S. Department of Agriculture, Washington.
- (f) University of British Columbia.
- (g) University of Manitoba.
- (h) Grain Research Institute, Darmstadt, Germany.
- (i) D. W. Kent-Jones, Dover, England.
- (j) Commercial Intelligence Service, Ottawa.
- (k) Canadian Grain Trade, Producers and Millers.
- (l) Extension of Research Facilities to Universities.

REPORTS AND PUBLICATIONS:

The full report, summarizing the various projects listed above, is submitted herewith and it is recommended that, in accordance with the usual practice, it be published separately.

Yours respectfully,

W. F. GEDDES,
Chemist in Charge.

APPENDIX No. 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1934, TO AUGUST 31, 1935

(a) WINNIPEG—

Revenue—

License fees.....	\$	21,787 00	
Registration fees.....	\$	7,460 40	
Cancellation fees.....		7,768 16	
			15,228 56
Inspection fees.....		116,449 00	
Samples sold.....		4,410 51	
Cargo certificates split.....		141 50	
Refund express.....		1,646 00	
			122,647 01
Appeal fees.....			2,205 00
Weighing fees.....		11,936 25	
Condition reports.....		356 00	
			12,292 25
			<u>\$ 174,159 82</u>

Expenditure—

Board and Executive Office—

Salaries—

Commission and secretary.....	32,947 35
Secretary's office.....	8,644 50
Licensing and bonding.....	9,565 99

Rents—

Executive office.....	3,200 00
Licensing and bonding.....	1,071 00

Travelling Expenses—

Grain Commission.....	3,444 67
Licensing and bonding.....	39 28

General Expenses—

Grain Commission.....	8,145 81
Licensing and bonding.....	236 23

Printing and Stationery—

Grain Commission.....	1,283 35
Licensing and bonding.....	1,341 45

Assistant Commissioner's Office—

Salaries.....	8,287 50
Rent.....	496 20
Travelling expenses.....	623 98
General expenses.....	144 18
Printing and stationery.....	12 53

79,484 02

Accounting Branch—

Salaries.....	6,268 75
Travelling expenses.....	146 05
General expenses.....	169 04
Printing and stationery.....	296 30

6,880 14

Grain Research Laboratory—

Salaries.....	26,210 25
Rent.....	8,874 00
Travelling expenses.....	279 43
General expenses.....	7,423 10
Printing and stationery.....	2,225 68

45,012 46

Registration Branch—

Salaries.....	12,210 25
Rent.....	1,449 00
Travelling expenses.....	132 45
General expenses.....	302 70
Printing and stationery.....	44 32

14,138 72

Inspection Branch—

Salaries.....	195,082 85
Rent.....	18,002 00
Travelling expenses.....	555 15
General expenses.....	9,056 95
Printing and stationery.....	1,352 55

224,049 50

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1934, TO AUGUST 31, 1935—*Continued*

(a) WINNIPEG—*Con.**Expenditure—Con.*

Weighing Branch—

Salaries.....	37,514 07
Rent.....	1,531 50
Travelling expenses.....	496 00
General expenses.....	330 93
Printing and stationery.....	122 26

39,994 76

Grain Appeal Tribunal—

Salaries.....	4,682 27
Rent.....	420 00
General expenses.....	1,507 50
Printing and stationery.....	11 43

6,621 20

Grain Standards Committee—

Salaries.....	636 50
Travelling expenses.....	1,161 75
General expenses.....	3,967 15

5,765 40

421,946 20

(b) CHURCHILL—

Revenue—

Inspection fees.....	5,198 00
Weighing fees.....	5,198 00

10,396 00

Expenditure—

Inspection Branch—

Salaries.....	3,797 96
Travelling expenses.....	1,717 80
General expenses.....	30 77

5,546 53

Weighing Branch—

Salaries.....	2,285 37
Travelling expenses.....	1,578 65
General expenses.....	10 00

3,874 02

9,420 55

(c) KEEWATIN—

Revenue—

Inspection fees.....	2,461 46
Weighing fees.....	4,571 50

7,032 96

Expenditure—

Salaries—Inspection.....	2,461 46
Salaries—Weighing.....	4,530 50
General expenses.....	41 00

4,571 50

7,032 96

(d) KENORA—

Revenue—

Weighing fees.....	1,998 00
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Expenditure—

Salaries—Weighing.....	1,989 00
General expenses.....	9 00

1,998 00

(e) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.....	2,265 25
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Expenditure—

Salaries—Weighing.....	2,265 25
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(f) SASKATOON—

Revenue—

Inspection fees.....	8,614 30
Samples sold.....	283 64
Weighing fees.....	8,897 94
	5,795 65

14,693 59

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1934, TO AUGUST 31, 1935—Continued

(f) SASKATOON—Con.

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,287 50	
Travelling expenses.....	451 48	
General expenses.....	99 53	
	<hr/>	8,838 51

Inspection Branch—

Salaries.....	12,014 50	
Rent.....	966 87	
Travelling expenses.....	398 49	
General expenses.....	324 79	
Printing and stationery.....	75	
	<hr/>	13,705 40

Weighing Branch—

Salaries.....	10,123 12	
	<hr/>	32,667 03

(g) MOOSE JAW—

Revenue—

Inspection fees.....	6,242 00	
Samples sold.....	236 99	
	<hr/>	6,478 99
Weighing fees.....	6,143 00	
	<hr/>	12,621 99

Expenditure—

Inspection Branch—

Salaries.....	11,314 00	
Rent.....	2,165 00	
Travelling expenses.....	165 00	
General expenses.....	403 96	
Printing and stationery.....	115 91	
	<hr/>	14,163 87

Weighing Branch—

Salaries.....	7,387 74	
	<hr/>	21,551 61

(h) REGINA—

Revenue—

Inspection fees.....		975 00
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Expenditure—

Inspection Branch—

Salaries.....	\$ 1,612 00	
Travelling expenses.....	727 65	
General expenses.....	40 84	
	<hr/>	2,380 49

(i) MEDICINE HAT—

Revenue—

Inspection fees.....	\$ 4,395 16	
Samples sold.....	148 90	
	<hr/>	4,544 06
Weighing fees.....	4,254 25	
	<hr/>	8,798 31

Expenditure—

Inspection Branch—

Salaries.....	4,162 30	
Rent.....	240 00	
General expenses.....	139 76	
Printing and stationery.....	2 00	
	<hr/>	4,544 06

Weighing Branch—

Salaries.....	4,254 25	
	<hr/>	8,798 31

(j) LETHBRIDGE—

Revenue—

Inspection fees.....	1,289 90	
Samples sold.....	26 53	
	<hr/>	1,316 43
Weighing fees.....	1,295 60	
	<hr/>	2,612 03

Expenditure—

Inspection Branch—

Salaries.....	4,339 98	
General expenses.....	125 76	
	<hr/>	4,465 74

Weighing Branch—

Salaries.....	3,376 45	
General expenses.....	10 00	
	<hr/>	3,386 45
	<hr/>	7,852 19

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1934, TO AUGUST 31, 1935—Continued

(k) SUPERIOR—

Revenue—

Inspection fees.....	263 00	
Sampling fees.....	163 00	
	<hr/>	426 00

Expenditure—

Salaries.....	2,652 00	
General expenses.....	5 00	
	<hr/>	2,657 00

(l) CALGARY—

Revenue—

Inspection fees.....	23,259 70	
Samples sold.....	795 96	
Refund express.....	275 00	
	<hr/>	24,330 66
Weighing fees.....	9,362 70	
Appeal fees.....	1,131 00	
	<hr/>	34,824 36

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,226 97	
Rent.....	483 00	
Travelling expenses.....	809 27	
General expenses.....	274 47	
Printing and stationery.....	26 07	
	<hr/>	9,819 78

Inspection Branch—

Salaries.....	35,062 88	
Rent.....	1,801 00	
Travelling expenses.....	112 75	
General expenses.....	2,671 60	
Printing and stationery.....	110 13	
	<hr/>	39,758 36

Weighing Branch—

Salaries.....	16,284 12	
Travelling expenses.....	319 85	
General expenses.....	153 23	
Printing and stationery.....	168 46	
	<hr/>	16,925 66

Grain Appeal Tribunal—

Salaries.....	172 58	
Rent.....	370 50	
Travelling expenses.....	393 10	
General expenses.....	789 07	
	<hr/>	1,725 25

68,229 05

(m) VICTORIA—

Revenue—

Inspection fees.....	933 50	
Weighing fees.....	935 50	
	<hr/>	1,869 00

Expenditure—

Inspection Branch—

Salaries.....	2,137 75	
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Weighing Branch—

Salaries.....	2,265 25	
Travelling expenses.....	76 85	
	<hr/>	2,342 10

4,479 85

(n) PRINCE RUPERT—

Revenue—

Inspection fees.....	2,296 20	
Samples sold.....	36 40	
	<hr/>	2,332 60
Weighing fees.....	3,029 20	
	<hr/>	5,361 80

Expenditure—

Inspection Branch—

Salaries.....	3,393 00	
General expenses.....	22 00	
	<hr/>	3,415 00

Weighing Branch—

Salaries.....	3,530 36	
Travelling expenses.....	237 60	
General expenses.....	10 60	
	<hr/>	3,778 56

7,193 56

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1934, TO AUGUST 31, 1935—Continued

(o) EDMONTON—

Revenue—

Inspection fees.....	\$ 24,858 10		
Samples sold.....	622 89		
Express refunds.....	324 50		
	<hr/>	\$ 25,805 49	
Weighing fees.....		7,388 60	
Appeal fees.....		2,160 00	
		<hr/>	\$ 35,354 09

Expenditure—

Inspection Branch—			
Salaries.....	37,000 36		
Rent.....	3,775 66		
Travelling expenses.....	725 35		
General expenses.....	3,178 02		
Printing and stationery.....	98 38		
	<hr/>	44,777 77	
Weighing Branch—			
Salaries.....	9,100 73		
Travelling expenses.....	33 00		
General expenses.....	54 50		
	<hr/>	9,188 23	
Grain Appeal Tribunal—			
Salaries.....	4,308 30		
Rent.....	510 00		
General expenses.....	1,619 65		
	<hr/>	6,437 95	
		<hr/>	60,403 95

(p) VANCOUVER—

Revenue—

Inspection fees.....	55,736 70		
Samples sold.....	2,540 50		
Splits.....	40		
Sundries.....	3 00		
	<hr/>	58,280 60	
Weighing fees.....		88,299 30	
Registration fees.....	2,151 84		
Cancellation fees.....	2,275 16		
	<hr/>	4,427 00	
		<hr/>	151,006 90

Expenditure—

Inspection Branch—			
Salaries.....	82,862 82		
Rent.....	5,271 00		
Travelling expenses.....	299 75		
General expenses.....	2,029 18		
Printing and stationery.....	468 08		
	<hr/>	90,930 83	
Weighing Branch—			
Salaries.....	64,579 30		
Rent.....	2,007 00		
Travelling expenses.....	254 35		
General expenses.....	743 76		
Printing and stationery.....	600 80		
	<hr/>	68,185 21	
Registration Branch—			
Salaries.....	4,972 50		
Rent.....	1,332 00		
General expenses.....	205 50		
Printing and stationery.....	19 02		
	<hr/>	6,529 02	
		<hr/>	165,645 06

(q) FORT WILLIAM—

Revenue—

Inspection fees.....	185,946 40		
Samples sold.....	4,734 83		
Splits.....	4 30		
	<hr/>	190,685 53	
Weighing fees.....		304,580 40	
		<hr/>	495,265 93

Expenditure—

Inspection Branch—			
Salaries.....	282,617 01		
Rent.....	12,434 88		
Travelling expenses.....	320 45		
General expenses.....	6,948 13		
Printing and stationery.....	792 26		
	<hr/>	303,112 73	

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1,
1934, TO AUGUST 31, 1935—*Concluded*

Weighing Branch—			
Salaries.....	229,465 51		
Rent.....	3,157 68		
Travelling expenses.....	968 49		
General expenses.....	1,766 64		
Printing and stationery.....	885 13		
		236,243 45	
Assistant Commissioner's Office—			
Salaries.....	8,067 75		
Rent.....	837 00		
Travelling expenses.....	452 55		
General expenses.....	230 22		
Printing and stationery.....	2 88		
		9,590 40	
Statistical Branch—			
Salaries.....	34,003 42		
Rent.....	2,016 00		
Travelling expenses.....	122 50		
General expenses.....	2,022 24		
Printing and stationery.....	1,255 69		
		39,419 85	
			588,366 43
(r) TORONTO—			
<i>Revenue—</i>			
Inspection fees.....		2,065 02	
Sampling fees.....		84 02	
Samples sold.....		66 36	
Splits.....		3 90	
			2,219 30
<i>Expenditure—</i>			
Inspection Branch—			
Salaries.....		4,530 50	
Rent.....		535 00	
Travelling expenses.....		88 00	
General expenses.....		191 62	
Printing and stationery.....		5 66	
			5,350 78
(s) MONTREAL—			
<i>Revenue—</i>			
Inspection fees.....	1,235 84		
Sampling fees.....	4,769 70		
Samples sold.....	142 03		
Splits.....	653 20		
		6,800 77	
Registration fees.....	1,780 22		
Cancellation fees.....	1,548 78		
		3,329 00	
			10,129 77
<i>Expenditure—</i>			
Inspection Branch—			
Salaries.....	23,866 31		
Rent.....	1,940 04		
Travelling expenses.....	854 46		
General expenses.....	435 99		
Printing and stationery.....	286 48		
		27,383 28	
Registration Branch—			
Salaries.....	3,243 35		
Rent.....	360 00		
General expenses.....	490 30		
Printing and stationery.....	30 89		
		4,124 54	
Grain Appeal Tribunal—			
Salaries.....		312 50	
			31,820 32

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES

REVENUE

—	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	122,647 01	12,292 25	2,205 00	15,228 56	21,787 00					174,159 82
Churchill.....	5,198 00	5,198 00								10,396 00
Keewatin.....	2,461 46	4,571 50								7,032 96
Kenora.....		1,998 00								1,998 00
Portage la Prairie.....		2,265 25								2,265 25
Saskatoon.....	8,897 94	5,795 65								14,693 59
Moose Jaw.....	6,478 99	6,143 00								12,621 99
Regina.....	975 00									975 00
Medicine Hat.....	4,544 06	4,254 25								8,798 31
Lethbridge.....	1,316 43	1,295 60								2,612 03
Superior.....	426 00									426 00
Calgary.....	24,330 66	9,362 70	1,131 00							34,824 36
Victoria.....	933 50	935 50								1,869 00
Prince Rupert.....	2,332 60	3,029 20								5,361 80
Edmonton.....	25,805 49	7,388 60	2,160 00							35,354 09
Vancouver.....	58,280 60	88,299 30		4,427 00						151,006 90
Fort William.....	190,685 53	304,580 40								495,265 93
Toronto.....	2,219 30									2,219 30
Montreal.....	6,800 77			3,329 00						10,129 77
	464,333 34	457,409 20	5,496 00	22,984 56	21,787 00					972,010 10

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES—Concluded

EXPENDITURE

—	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	224,049 50	39,994 76	6,621 20	14,138 72	79,484 02		6,880 14	45,012 46	5,765 40	421,946 20
Churchill.....	5,546 53	3,874 02								9,420 55
Keewatin.....	2,461 46	4,571 50								7,032 96
Kenora.....		1,998 00								1,998 00
Portage la Prairie.....		2,265 25								2,265 25
Saskatoon.....	13,705 40	10,123 12			8,838 51					32,667 03
Moose Jaw.....	14,163 87	7,387 74								21,551 61
Regina.....	2,380 49									2,380 49
Medicine Hat.....	4,544 06	4,254 25								8,798 31
Lethbridge.....	4,465 74	3,386 45								7,852 19
Superior.....	2,657 00									2,657 00
Calgary.....	39,758 36	16,925 66	1,725 25		9,819 78					68,229 05
Victoria.....	2,137 75	2,342 10								4,479 85
Prince Rupert.....	3,415 00	3,778 56								7,193 56
Edmonton.....	44,777 77	9,188 23	6,437 95							60,403 95
Vancouver.....	90,930 83	68,185 21		6,529 02						165,645 06
Fort William.....	303,112 73	236,243 45			9,590 40					588,366 43
Toronto.....	5,350 78									5,350 78
Montreal.....	27,383 28		312 50	4,124 54						31,820 32
	790,840 55	414,518 30	15,096 90	24,792 28	107,732 71	39,419 85	6,880 14	45,012 46	5,765 40	1,450,058 59

Total Revenue.....	\$ 972,010 10
Total expenditure.....	1,450,058 59
Net deficit.....	478,048 49

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

—	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fees.....	442,219 28	457,053 20	5,496 00	22,984 56	21,787 00					949,540 04
Sampling.....	5,016 72									5,016 72
Express charges.....	2,245 50									2,245 50
Cargo splits.....	803 30									803 30
Samples sold.....	14,045 54									14,045 54
Condition reports.....	3 00	356 00								356 00
Sundries.....										3 00
	464,333 34	457,409 20	5,496 00	22,984 56	21,787 00					972,010 10

EXPENDITURE

Salaries.....	708,907 68	398,951 02	9,475 65	20,426 10	84,027 56	34,003 42	6,268 75	26,210 25	636 50	1,288,906 93
Rents.....	47,131 45	6,696 18	1,300 50	3,141 00	6,087 20	2,016 00		8,874 00		75,246 33
Expenses.....	31,569 22	7,094 45	4,309 32	1,130 95	14,951 67	2,144 74	315 09	7,702 53	5,128 90	74,346 87
Printing and stationery.....	3,232 20	1,776 65	11 43	94 23	2,666 28	1,255 69	296 30	2,225 68		11,558 46
	790,840 55	414,518 30	15,096 90	24,792 28	107,732 71	39,419 85	6,880 14	45,012 46	5,765 40	1,450,058 59

Net deficit..... \$478,048 49

APPENDIX No. 10

REGULATIONS OF THE BOARD

The regulations of the board in effect at December 31, 1935, are as follows:—

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- “ 4. Inspection of Samples taken other than at an inspection point.
- “ 8. Inspection and Grading of Grain after Treatment.
- “ 11. Procedure for Appeals from Inspection Officers to Grain Appeal Tribunals.
- “ 14. Construction of Elevators.
- “ 21. Cleaning Grain and Bins.
- “ 22. Fees.
- “ 23. Form of Terminal Warehouse Receipt.
- “ 35. Registration and Cancellation of Transfer and Eastern Warehouse Receipts.
- “ 36. Delivery of Grain to Ocean vessels at Montreal.
- “ 37. Maximum Charges and Shrinkage Allowances—Country Elevators.
- “ 38. Maximum Tariff of Charges, Terminal Elevators at Fort William-Port Arthur as amended.
- “ 39. Maximum Tariff of Charges, Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge, as amended.
- “ 40. Maximum Tariff of Charges, Terminal Elevators West of Calgary, Alberta, as amended.
- “ 41. Maximum Tariff of Charges, Churchill Terminal Elevator.
- “ 42. Maximum Tariff of Charges for handling grain at Eastern Elevators.
- “ 43. Procedure—Country Elevators.
- “ 44. Drying of Grain.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. W. D. EULER, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1935



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1935

Price, 25 cents

1 DA 12

56

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. W. D. EULER, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners for Canada

FOR THE YEAR

1936



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1937

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DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

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TABLE OF CONTENTS

	PAGE
REPORT OF BOARD—	
Garnet Wheat.....	5
Canadian Government Elevators.....	6
Committees on Grain Standards.....	6
Audit—Public and Semi-public Terminal Elevators.....	6
Wheat Bonus.....	6
Tariff Meetings.....	6
Country Elevator Overages.....	6
Expenditures.....	6
 APPENDICES—	
No. 1 Report on Trial Shipments of Garnet Wheat.....	8
No. 2 Report of Secretary.....	10
(a) Complaints.....	10
(b) Prosecutions.....	11
(c) Defaults.....	11
(d) Cars out of Turn.....	11
(e) Licences issued 1935-36.....	11
(f) Summary of Licences past twenty years.....	13
(g) Grain Loading Platforms.....	14
(h) Report of Statistician.....	14
(i) Annual Weigh-up Terminal Elevators.....	23
 No. 3. Personnel—Committees on Grain Standards.....	 26
4. Personnel—Grain Appeal Tribunals.....	27
5. Report of Registrar.....	28
6. Report of Chief Grain Inspector.....	29
7. Report of Chief Weighmaster.....	37
8. Report of General Manager, Canadian Government Elevators.....	41
9. Report of Grain Research Laboratory.....	43
10. Report of Revenue and Expenditure.....	46
11. Regulations of the Board.....	55

REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 15, 1937.

Hon. W. D. EULER, M.P.,
Minister of Trade and Commerce,
Ottawa.

SIR,—We beg to present herewith the Annual Report of the Board of Grain Commissioners for Canada for the year 1936, in conformity with section 23 of the Canada Grain Act, 1930.

GENERAL CONDITIONS

The improvement in the general situation in regard to Canadian grain and the reduction of the carry-over has facilitated the work of the Board in supervising the handling of grain. Exporting grain of two or three different crops at the same time tends to wider variations in cargoes than is the case when the major portion of a crop is disposed of during the crop year in which it is harvested. Stocks of Old Grade Manitoba Two Northern have, as foreseen at the time of the Board's last report, been disposed of, the amount in store at the end of the year being only three hundred and thirty-five thousand bushels.

GARNET WHEAT

During the year settlement was received by the Board for the trial shipments of Garnet Wheat. The net cost of this experiment was only Nine Hundred and Two Dollars and Twenty Cents (\$902.20) although the wheat was acquired by the Board on the basis of Manitoba Two Northern and settled for by the consignees on the basis of Manitoba Four Northern. This, of course, arose from the improved market prices which occurred between the date the Board acquired the wheat and the date of final settlement. Copies of the actual reports as to the quality of these shipments, received from the consignees, are attached as an appendix to this report. The Chemist in charge of the Board's Grain Research Laboratory summarizes these reports and his own tests as follows:—

“Summarizing, our tests indicate that No. 2 C.W. Average Garnet ex Vancouver is approximately equal in baking strength and blending value to Vancouver Average No. 5, while Winnipeg Average Garnet of the same grade is only equal to Grade No. 6 in these respects. On the other hand, Rank Limited, who examined the Vancouver trial shipment considered it to be equal to ‘No. 4 Manitobas’, while the Belgian mill who tested the Montreal shipment considered that it compared favourably with ‘No. 5 Manitobas’. In other words, these firms considered it to be superior by one grade as compared with the laboratory's placing. It must be borne in mind, however, that the laboratory did not have an opportunity of testing the precise wheat sent to the above firms and that the protein level of the Vancouver trial shipment was approximately one per cent higher than the average sample obtained for our tests. In view of this, the agreement in general conclusions between the overseas millers and ourselves may be considered quite satisfactory; if anything the Garnet grade has been somewhat more favourably received abroad than our own studies would indicate.”

TRADE AND COMMERCE

CANADIAN GOVERNMENT ELEVATORS

Despite reduced handlings at the Moose Jaw and Saskatoon elevators the Canadian Government elevator system was maintained practically on a self-supporting basis. The actual loss for the year was \$5,135.64 after providing for expenditures of some \$36,000 on repairs, most of which were at the Prince Rupert elevator. Owing to limited terminal facilities at Vancouver the Government elevators in Alberta did a good business. On the 1st of December, 1936, the elevators at Moose Jaw and Saskatoon were closed down until such time as there would appear to be some reasonable prospect of their being of service to the public. The Port Arthur elevator is still under lease to the McCabe Bros. Grain Company, Limited, the rent paid during the year under review being \$45,000. The Prince Rupert elevator is rented to the Alberta Wheat Pool at a nominal rental of \$2,500 per annum on condition that a specified quantity of grain is handled through this elevator in each year. In preparing final accounts for these elevators no allowance has been made for depreciation, etc.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1936-37 were constituted by the Board in accordance with section 25 of the Canada Grain Act, 1930.

The Western Committee was convened at Winnipeg on September 29, 1936, and the Eastern Committee was convened at Toronto on October 15, 1936, and at Montreal on October 16, 1936.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS

The regular annual audit of the public and semi-public terminal elevators has been carried out. No excess overages were found.

WHEAT BONUS

A further sum of \$86.85 during the past year was paid out on the 1931, wheat bonus. Outstanding certificates still remain to the amount of \$8,532.43.

TARIFF MEETINGS

The usual public hearings to hear representations in the matter of tariffs of elevator charges for the crop year 1936-37 were held by the Board in July and August at Winnipeg, Vancouver and Toronto.

COUNTRY ELEVATOR OVERAGES

The Board considers that its policy of checking closely the operations of country elevator operators continues to show favourable results. During 1936 Assistant Commissioners investigated the handling of grain by twenty operators whose operations had led to continued accumulation of excessive overages. In addition agents whose records for the Crop Year 1934-35 showed for the first time an excessive overage were interviewed and warned by Assistant Commissioners.

EXPENDITURES

Total expenditure for the fiscal year 1935-36 was \$1,848,250.96 as compared with \$1,679,235.98 for the previous fiscal year. The increase of \$169,014.98 was chiefly due to:—

Return of 5% on salaries.....	\$81,292.99
Statutory increases.....	20,046.25
Expenditure on Garnet wheat (recovered in present fiscal year except \$902.20).....	15,390.05
Repairs and new machinery and equipment, Government Elevators	50,000.00
	<hr/> \$ 166,644.14

Revenues for the fiscal year 1935-36 were \$1,281,223.84 compared with \$1,204,535.91 for the previous fiscal year, an increase of \$76,687.93.

For the first nine months of the current fiscal year total expenditures despite the granting of statutory salary increases is approximately the same as for the corresponding period during the previous crop year, whereas the revenue during this period shows an increase of approximately \$75,000 over the corresponding period in the previous fiscal year.

GENERAL

On the whole the operations of our organization have run smoothly this year, no exceptional difficulties having been encountered. A general revision of the staff with a view to improving the terms of service and permitting of the promotion of younger men was undertaken and is now before the Civil Service Commission. This revision when effective will enable considerable economies to be made.

Reports of the various departments of the Board are attached hereto as appendices for your information.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORTS ON TRIAL SHIPMENTS OF GARNET WHEAT

1. CO-OPERATIVE WHOLESALE SOCIETY LIMITED, LIVERPOOL, ENGLAND:

GARNET WHEAT EX ATLANTIC PER S.S. "URLA"

We have made very exhaustive tests both "Analytical" and "Commercial". As "Commercial" users, we attach more importance to the latter, because it affects general practice more so than the former. We have made a series of tests, conditioning the Wheat in a different way each time. We do not think that it is necessary to give the details of the various tests, other than that we think suits the wheat best. From a "commercial" standpoint, we find there is very little improvement in this wheat from the "analytical" standpoint between *Unconditioned* and *Conditioned*. There is, however, a vast difference between *Unconditioned* and *Conditioned* from a practical point of view. The most important, in our opinion, is the Moisture Content. We find that this Wheat will not mill to give reasonably good results, unless it has 19% of moisture before starting to mill. We have made various "Commercial" tests in our Bakeries, and in every case, the reports are—that the Flour with a higher moisture content responds better to fermentation and builds a much better loaf than that with a lower moisture content. There is, however, a tendency for the dough to be very sluggish. It is very slow and in every case inclined to be 'dead' without much spring. The general report from several tests is, that the flours have a general weakness, being totally lacking in oven spring. The doughs from those flours were dull and lacking in life, handling claylike. The bread produced was anything but satisfactory, and generally the bread produced is not of a competitive standard. The colour is a deep brownish cream, and has an appearance of being always slightly specky. We put this down to the colour of the endosperm, which is not so bright and clear as that of the British Miller's Wheat Mixtures. We have, therefore, come to the conclusion that the dullness of colour is not one of specks produced by milling. We should prefer, if we had to use this wheat, to condition and mill it separately giving it special treatment,—then blending the flour with the usual mill stream. We are of opinion that this is the only way to deal with Garnet Wheat, and, of course, this is not a practical proposition or method that could economically be adopted in British Mills. There is one striking point in making different grades—that is, say, *Straight Run Flour*, 50% *Top Flour* and 50% *Bottom Flour*. With the exception of colour, those three grades from an Analytical Test, and also Baking Test, are almost alike. We have never experienced this at any time in any single wheat, or any wheat mixture. The gluten quality in every case was very firm, the average Maltose figure being 2.07.

Generally speaking, we do not care for the Wheat, and should not use it so long as we could get ordinary Manitobas, and other Wheats available. We consider that unless very special treatment is given to it, the miller runs a very great risk, because of the claylike character of the dough and lack of oven spring.

2. CO-OPERATIVE WHOLESALE SOCIETY LIMITED, LIVERPOOL, ENGLAND:

GARNET WHEAT EX PACIFIC PER S.S. "KORANTON"

We have given this wheat special treatment, very similar to that which we gave the Atlantic Wheat, the only difference being that the process of conditioning improved the wheat much more so than in the case of the Atlantics. The characteristics of this wheat are the same, only much worse than those of the

Atlantic type. It has much lower extensibility; the gluten although being firm is much shorter. The colour is also worse being brownish deep cream. The loaves baked from the flour were poor in volume, crumb and colour. Here again the dough was of a sticky clay-like character, and was very slow in responding to fermentation. We should much prefer No. 4 Manitoba to this wheat, and again we found that it would not mill reasonably well, unless it had 19% of moisture. It was no good whatever from a "commercial" standpoint; that is, to make commercial bread, and the effect of mixing only 10% of this flour with our ordinary standard grades was, that the loaf was considerably reduced in volume, giving a much closer crumb and a dark crust. We do not like this wheat in any way, and would not use it knowingly under any consideration. In both cases, the yield of flour was good, being 73.5%.

This report is not confined to one test, but to a series, and the observations made are what we have found to apply generally to the whole series of tests.

From a British miller's standpoint, it would appear that Garnet Wheat shows such poor tolerance to conditioning and milling variations, that it is unlikely in the ordinary commercial procedure, that the maximum strength of flour will be produced.

Again may we just say that we should hesitate to use either of those wheats, unless we were compelled by circumstances.

3. JOSEPH RANK LIMITED, LONDON, ENGLAND:

GARNET WHEAT PER S.S. "URLA" AND S.S. "KORANTON"

We have made complete tests of the following two lots of wheat:—

Atlantic— 8,000 Bushels ex the s.s. "Urla"—ex Starmount.

Pacific— 8,000 Bushels ex the s.s. "Koranton"

and have carefully reviewed the value of this wheat in comparison with the standard grade of Manitobas and other wheats. The condition of the wheat on the mill was entirely satisfactory and it grinds kindly and dresses freely. The chemist returns the quantity of gluten as 38.5% wet and 13% dry but, while the quantity is fairly high, the quality appears to be very deficient in stability. The Extensimeter test shows a diagram with many similar characteristics to that of Indian wheat, having a relatively low basis of strength.

The Mill was set to give a divide of 50% Top and 50% Bottom and then for a straight run flour, which is our usual method of testing individual wheat flours. None of them was bleached or treated in any way so that the actual result of the wheat was determined without any addition. It was found to be somewhat difficult to compare the results of the baking test with those of ordinary Manitobas as there was a distinct difference in general loaf characteristics.

However, by comparison with No. 2 Manitobas, the Manitobas were distinctly better in all three grades as to size of loaf, colour and texture. The comparison with No. 3 Manitobas was that the 50% of the top of the Mill (which, of course, is a short top patent) was a reasonably good colour but very definitely yellower than that from the Manitobas, and the size of the Manitoba loaf was appreciably larger in volume. The 50% of the lower half of the Mill from the Garnet was lower in colour which in money value would be round about 1/- per sack of flour. The loaf was also more dense in texture and consequently less in volume. The straight run Garnet flour was consequently of lower quality than the straight grade, the texture of the loaf being close and rather cheesy in the Garnet, while the colour value was round about 1/- below that of the Manitobas.

Briefly, our summing up is that for comparative purposes we should regard the No. 2 Garnet wheat to be about on a parity with No. 4 Manitobas. Incidentally, the general quality of the loaves from the No. 2 Garnet was below that of a range of loaves representing a parcel of medium quality Russian, No. 441/11.

APPENDIX No. 2
REPORT OF SECRETARY

WINNIPEG, MAN., January 13, 1937.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

DEAR SIR:

I have the honour to submit the following memoranda summarizing different matters handled in the Executive Offices of the Board during the Year 1936.

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars out of turn
- (e) Licences issued, Crop Year 1935-36
- (f) Licences issued during past 20 years
- (g) Grain-loading Platforms
- (h) Report of Statistician
- (i) Annual Weigh-over, Terminal Elevators.

Yours truly,
J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended the 31st December, 1936, there were investigated by the Board, in addition to the eleven (11) complaints which were outstanding at the 31st December, 1935, one hundred and twelve (112) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees and the operations of parties dealing in grain but not licensed under The Canada Grain Act as follows:—

Manitoba.....	27
Saskatchewan.....	19
Alberta.....	66
	<hr/>
	112
	<hr/>

Summary of disposition of country complaints:—

No grounds for complaint.....	30
Complaint withdrawn.....	12
Settlement effected between parties.....	61
Outside jurisdiction of Board.....	10
Settlement ordered.....	4
Defendants prosecuted.....	2
Not yet disposed of.....	4
	<hr/>
	123
	<hr/>

MISCELLANEOUS COMPLAINTS

One (1) complaint in respect to the handling of grain at terminal elevators was received during the year 1936. Two (2) such complaints were outstanding at the 31st December, 1935. These were disposed of as follows:—

No grounds for complaint.....	1
Complaint withdrawn.....	1
Outside jurisdiction of Board.....	1

EXPORT SHIPMENTS

During the year 1936, six (6) complaints in respect to shortages and seventeen (17) in respect to quality of grain were received from overseas and were investigated by the Board. These, together with the four (4) complaints outstanding at the 31st of December, 1935, were disposed of as follows:—

Compensation paid by board in respect to quality of grain.....	2
Compensation paid by shipping elevator in respect to shortage of weight.....	1
Complaints <i>re</i> quality of grain not upheld.....	22
Complaints not yet disposed of.....	2
	<hr/>
	27
	<hr/>

(b) PROSECUTIONS

During the year 1936 the Board instituted proceedings in the Civil Courts in two (2) cases of breaches of The Canada Grain Act. Convictions were obtained in both cases, the defendants each being fined \$10 under Section 149 of the said Act.

(c) DEFAULTS

During the year 1936 there were no cases of default by licensees of the Board.

Two (2) cases of default during the year 1935, which had not been finally disposed of at the date of the last report, were settled as follows:—

WILLARD CUMMING & ROBERTSON GRAIN COMPANY, CALGARY, ALTA.

The claim of \$250.32 which was outstanding has now been settled in full by the Bonding Company.

ROYAL GRAIN COMPANY, EDMONTON, ALTA.

Eight (8) claims amounting to \$3,946.13, on account of grain purchased under Grain Dealer's Licence, were approved by the Board and referred to the Canadian Indemnity Company for settlement under the terms of the bond in the amount of \$7,500 which was executed by that Company and filed with the Board as security. Settlement in full was duly made by the Bonding Company.

(d) CARS OUT OF TURN

During the year 1936 the Board found it necessary to order nineteen (19) cars out of turn under the provisions of Section 68 of The Canada Grain Act, 1930, when seven (7) cars were supplied to a country elevator which was in danger of collapse and twelve (12) cars to a country point where it was found necessary to move "out of condition" grain to the terminals for treatment.

(e) SUMMARY OF LICENSING AND BONDING FOR THE
SEASON 1935-1936

During the season which commenced 1st September, 1935, and ended 31st August, 1936, 187 firms and individuals applied for licences as required by the provisions of The Canada Grain Act.

Five thousand eight hundred and six applications for licences were received and 5,786 licences were issued. Sixteen of the applications received were withdrawn for various reasons.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind of Licence	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	42	1	41	0
Commission Merchants.....	51	0	51	0
Grain Dealers.....	31	7	24	0
Public Terminal Elevators.....	6	0	6	0
Semi-Public Terminal Elevators.....	38	0	38	0
Private Terminal Elevators.....	37	1	36	0
Eastern Elevators.....	31	0	31	0
Mill Elevators.....	20	1	19	0
Public Country Elevators.....	5,538	6	5,528	4
Private Country Elevators.....	12	0	12	0
	5,806	16	5,786	4

Grain Dealer’s Licence No. 42.—which was issued on the 1st of September, 1935, to J. O. Prefontaine and Leon Prefontaine trading as the Royal Grain Company, was suspended by the Board on the 18th day of December, 1935, owing to the fact that the Company was unable to meet its obligations to certain parties from whom grain had been purchased.

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the Board on the dates shown:—

- Commission Merchant’s Licence No. C. 74.—Middle West Grain Company Limited of Winnipeg, Manitoba; Company ceased to operate as Grain Commission Merchants; cancelled 28th May, 1936.
- Commission Merchant’s Licence No. C. 107.—L. H. Little trading as Little & Little of Dinsmore, Saskatchewan; licence applied for in error; cancelled 1st September, 1935.
- Grain Dealer’s Licence No. 41.—Federal Grain Limited of Winnipeg, Manitoba; licence applied for in error; cancelled 1st September, 1935.
- Grain Dealer’s Licence No. 44.—Thomas Duffy of Ponteix, Saskatchewan; licence applied for in error cancelled 1st September, 1935.
- Semi-Public Terminal Elevator Licence No. 5.—Saskatchewan Pool Terminals Limited; elevator at Port Arthur, Ontario; taken over by Manitoba Pool Elevators Limited; cancelled 25th August, 1936.
- Mill Elevator Licence No. 29.—Brackman-Ker Milling Company Limited; elevator at Vancouver, British Columbia; changed nature of operations to Private Terminal warehousemen; cancelled 3rd March, 1936.
- Private Country Elevator Licence No. P-25.—Winkler Milling Company Limited; elevator at Winkler, Manitoba; changed nature of operations to Public Country warehousemen; cancelled 18th August, 1936.
- Public Country Elevator Licence No. 4.—Winkler Milling Company Limited; elevator at Winkler, Manitoba; licence applied for in error; cancelled 1st September, 1935.
- Public Country Elevator Licence No. 851.—Gillespie Grain Company Limited; elevator at MacKay, Alberta; licence applied for in error; cancelled 1st September, 1935.

Licence fees collected amounted to \$31,250; of this amount \$121 was refunded to the applicants; \$96 owing to applications having been withdrawn and \$25 on account of applications submitted in error.

Surety bonds amounting to \$26,688,411.50 were executed by 11 of the approved Surety Companies and were deposited with the Board as security covering the operations of the licensees; in addition two (2) of the licensees deposited negotiable Government bonds with a par value of \$12,000 in lieu of furnishing the usual forms of Surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS
1911-12; 1915-16; 1917-18 AND 1919-20 TO 1935-36

(Licence year commences 1st of September)

Kind	1935- 1936	1934- 1935	1933- 1934	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1917- 1918	1915- 1916	1911- 1912
Public Country Elevators.....	5,528	5,302	5,504	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,577	3,013	1,972
Private Country Elevators.....	12	13	14	9	12	385	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public Terminal Elevators.....	6	7	7	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	13	.....
Semi-Public Terminal Elevators..	38	39	38	39	32	35	(formerly licensed as Private Elevators)													
Private Terminal Elevators.....	36	37	37	38	37	40	*76	*80	*80	*67	*64	*63	*60	*32	*29	*25	*17	*20	*19	**34
Eastern Elevators.....	31	31	30	29	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†18	†18	.....
Mill Elevators.....	19	19	21	22	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	.....	.....	.....	.....	.....
Elevator Space.....	.....	.....	.....	.....	.....	.....	1	1	1	3	3	2	2	2	.....	.....	.....	7	10	58
Track Buyers.....	41	46	51	64	57	48	62	82	84	88	95	104	109	113	132	143	131	156	195	123
Commission Merchants.....	51	56	61	63	64	57	71	90	92	95	94	94	102	100	110	117	114	126	111	84
Grain Dealers.....	24	25	20	15	75	3	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....
Total number issued.....	5,786	5,575	5,783	5,949	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,921	3,379	2,271

*Licensed as Private Elevators.

†Licensed as Public Elevators.

‡Licensed as Manufacturing Elevators.

**Licensed as Terminal Elevators.

(g) GRAIN LOADING PLATFORMS

No applications for the erection of new or the extension of existing grain loading platforms were submitted to the Board during the year 1936.

At the 31st December, 1936, there were 2,700 loading platforms in Western Canada at which farmers could load grain into 6,380 cars simultaneously without putting such grain through country elevators.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of Platforms	Car Capacity
Manitoba.....	633	1,758
Saskatchewan.....	1,293	3,026
Alberta.....	730	1,511
British Columbia.....	34	64
Ontario.....	10	21
Total as at 31st December, 1936.....	2,700	6,380

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report for the crop year 1935–36.

The following statistics, compiled from returns received from the Inspection and Weighing branches of the Board, from elevator licensees and from other official sources, indicate the amounts of grain handled by the different groups of elevators in the course of distribution between producer and consumer; and the amounts exported, consumed and remaining as carry-over at the close of the crop-year, as compared with the total crop of the five principal grains harvested in Canada.

CROP YEAR 1935–36 (ended July 31)

—	Carry-over 31st July, 1935	Total crop in Canada	Total disposed of during year	Carry-over 31st July, 1936
	bush.	bush.	bush.	bush.
Wheat.....	214,977,552	277,339,000	363,612,254	128,704,298
Oats.....	26,470,703	394,348,000	380,438,843	40,379,860
Barley.....	6,018,787	83,975,000	79,759,563	10,234,224
Flaxseed.....	312,979	1,471,600	1,515,292	269,287
Rye.....	3,165,715	9,606,000	9,086,463	3,685,252

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1935

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	22,500,000	30,700,000	23,100,000	158,400	1,816,000
Saskatchewan.....	135,000,000	131,951,000	23,149,000	1,055,000	4,967,000
Alberta.....	102,000 000	82,203,000	16,376,000	155,000	1,596,000
Total.....	259,500,000	244,854,000	62,625,000	1,368,400	8,379,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	1,746,936	1,843,229	3,590,165
Saskatchewan.....	1,239,696	577,061	1,816,757
Alberta.....	3,873,370	1,315,721	5,189,091
Total.....	6,860,002	3,736,011	10,596,013

TOTAL DELIVERIES AT COUNTRY ELEVATORS

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	14,470,900	4,005,286	8,081,719	82,428	961,012
Saskatchewan.....	114,846,111	16,997,558	6,348,063	819,576	1,684,016
Alberta and British Columbia	78,091,314	9,979,259	1,346,790	83,998	147,939
Total.....	207,408,325	30,982,103	15,776,572	986,002	2,792,967

TOTAL GRAIN INSPECTED, BY PROVINCES OF ORIGIN

Manitoba.....	18,507,500	3,755,850	8,569,750	70,200	946,780
Saskatchewan.....	118,055,000	13,415,000	5,007,750	720,550	911,430
Alberta.....	80,983,700	7,789,750	1,157,200	87,100	97,520
British Columbia.....	593,800	47,900	10,300	2,150	2,770
Total.....	218,140,000	25,008,500	14,745,000	880,000	1,958,500

TOTAL NET HANDLINGS AT FORT WILLIAM-PORT ARTHUR

Receipts.....	132,758,571	13,250,819	10,061,151	604,212	1,831,320
Shipments.....	178,890,942	16,470,632	9,754,055	637,106	2,755,584

TOTAL NET HANDLINGS AT VANCOUVER-NEW WESTMINSTER

Receipts.....	57,243,676	2,950,954	181,850	2,598	31,521
Shipments.....	58,331,856	3,327,449	144,536	1,842	71,471

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	998,790	2,607	.....	.....	.....
Shipments.....	129	941	.....	.....	.....

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,487,431	4,280	.....	.....	.....
Shipments.....	2,407,000	4,093	.....	.....	.....

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts—					
Calgary.....	2,339,397	943,667	91,336	693	.....
Edmonton.....	2,094,182	176,064	80,923	178	.....
Lethbridge.....	1,247,369	233	.....	.....	.....
Moose Jaw.....	190,910	10,756	15,970	988	.....
Saskatoon.....	113,948	7,950	2,417	.....	.....
Total.....	5,985,806	1,138,670	190,646	1,859	.....
Shipments—					
Calgary.....	2,204,382	466,261	83,200	693	.....
Edmonton.....	1,940,520	182,864	23,030	178	.....
Lethbridge.....	1,111,727	3,404	.....	.....	.....
Moose Jaw.....	298,027	10,911	15,215	988	.....
Saskatoon.....	112,948	11,970	2,417	.....	.....
Total.....	5,667,604	675,410	123,862	1,859	.....

TOTAL NET HANDLINGS AT CALGARY (SEMI-PUBLIC TERMINAL ELEVATOR)

Receipts.....	242,217	1,106	361,285	.....	.....
Shipments.....	110,750	3,492	361,285	.....	.....

TOTAL NET HANDLINGS AT NORTH TRANSCONA, MAN.

Receipts.....	822,736	6,808	52,775	91	.....
Shipments.....	1,770,908	13,776	55,092	55	.....

TOTAL NET PRIMARY RECEIPTS AT INTERIOR PRIVATE TERMINAL AND MILL
ELEVATORS

Receipts.....	36,493,123	8,763,209	5,995,694	4,490	112,482
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TOTAL NET HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR

Receipts.....	8,460,202	790,850
Shipments.....	1,156,300	.....	277,566	.....	.....

TOTAL HANDLINGS OF GRAIN AT EASTERN ELEVATORS

Canadian wheat.....	Receipts, 164,427,961 bush.	Shipments, 184,820,242 bush.
Canadian oats.....	“ 20,167,752 “	“ 19,563,798 “
Canadian barley.....	“ 14,403,239 “	“ 14,652,637 “
Canadian flaxseed.....	“ 582,309 “	“ 582,309 “
Canadian rye.....	“ 2,033,088 “	“ 2,103,700 “
Canadian corn.....	“ 629,115 “	“ 568,728 “
Canadian buckwheat.....	“ 264,622 “	“ 290,780 “
Canadian mixed grain.....	“ 9,932 “	“ 11,134 “
United States oats.....	“ 388,772 “	“ 388,772 “
United States barley.....	“ 189,170 “	“ 189,170 “
United States corn.....	“ 2,386,930 “	“ 2,609,834 “
United States beans.....	“ 3,549,553 “	“ 3,514,550 “
South African corn.....	“ 4,104,873 “	“ 5,673,704 “
Argentine corn.....	“ 4,611,159 “	“ 4,722,935 “
Argentine flaxseed.....	“ 1,058,211 “	“ 1,058,155 “
Argentine rye.....	“ “	“ 1,005 “

IMPORTS FOR CANADA AND U.S.A. OF FOREIGN GRAIN UNLOADED AT EASTERN ELEVATORS

South African corn.....	2,828,729 bush.	Argentine flaxseed.....	1,018,241 bush.
Argentine corn.....	4,344,658 "		

IMPORTS OF FOREIGN GRAIN FOR CANADIAN DOMESTIC CONSUMPTION

Unloaded at Eastern Elevators		Unloaded at Canadian Pacific Seaboard Ports	
United States oats.....	358,805 bush.	United States wheat.....	7,685 bush.
United States corn.....	101,506 "	South African corn.....	272,086 "
South African corn.....	2,631,801 "	Argentine corn.....	180,986 "
Argentine corn.....	1,371,147 "		
Argentine flaxseed.....	566,577 "		

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-PORT ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP YEAR, ADJUSTED TO ALLOW FOR AMOUNTS RETURNED INTO CANADA FROM UNITED STATES LAKE PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments—All ports.....	178,262,425	14,747,682	9,621,005	2,571,683
Shipped to Canadian ports.....	85,937,164	13,896,875	8,658,930	1,190,420
Shipped to U.S.A. ports.....	92,325,261	850,807	962,075	1,381,263
Returned to Canadian ports.....	11,215,113	68,529	417,479	176,785
Net total to U.S.A. ports.....	81,110,148	782,278	544,596	1,204,478
Net total to Canadian ports.....	97,152,277	13,965,404	9,076,409	1,367,205

EXPORT CLEARANCES OF CANADIAN GRAIN TO OVERSEAS DESTINATIONS

Loaded at—	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Vancouver—New Westminster.....	57,309,110	2,873,456	6,458	.....
Prince Rupert.....	.....	.....	.....	.....
Churchill.....	2,407,000	.....	.....	.....
Fort William—Port Arthur.....	736,251	.....	.....	181,051
Toronto.....	.....	8,706	.....	.....
Montreal.....	51,648,084	7,006,636	6,127,124	1,115,154
Sorel.....	16,283,906	84,643	283,660	.....
Quebec.....	3,777,219	33,035	37,507	17,132
St. John.....	1,069,093	.....	.....	.....
West St. John.....	9,690,731	252,899	314,075	.....
Halifax.....	2,077,664	66,978	.....	.....
Total—Canadian ports.....	144,999,058	10,326,353	6,768,824	1,313,337
New York.....	20,855,914	282,000	33,000	150,732
Albany.....	2,993,150	.....	14,235	81,425
Boston.....	2,220,371	.....	.....	.....
Philadelphia.....	893,000	.....	.....	.....
Baltimore.....	852,000	.....	.....	.....
Norfolk.....	395,000	.....	.....	.....
Total—U.S.A. ports.....	28,209,435	282,000	47,235	232,157
Grand Total.....	173,208,493	10,608,353	6,816,059	1,545,494

IMPORTS INTO U.S.A. OF CANADIAN WHEAT—U.S.A. OFFICIAL FIGURES

	For Home Consumption Duty-Paid	For Milling in Bond	Total
	bush.	bush.	bush.
August, 1935.....	2,570,105	1,045,428	3,615,533
September.....	3,644,294	697,935	4,342,229
October.....	5,323,936	1,258,735	6,582,671
November.....	4,347,771	1,193,016	5,540,787
December.....	4,321,154	781,074	5,102,228
January, 1936.....	2,231,000	851,016	3,082,016
February.....	2,398,104	875,141	3,273,245
March.....	2,673,208	1,224,682	3,897,890
April.....	1,535,558	1,053,397	2,588,955
May.....	1,627,044	1,214,107	2,841,151
June.....	3,028,339	1,093,956	4,122,295
July.....	4,477,106	1,006,139	5,483,245
Total.....	38,177,619	12,294,626	50,472,245

At the conference on Agricultural Statistics held in Ottawa, March 30 to April 2 last, one of the important items under consideration was the necessity of securing and publishing accurate data as to the final disposition, by countries where consumed, of exports of Canadian grain. The Customs returns are inadequate owing to the large shipments to U.S.A. lake ports shortly before the close of navigation to provide for exporters' requirements during the winter season being classified as exports, mostly to the United Kingdom. Further, the totals for several months in the year differ widely from figures published as "Export Clearances" which are compiled from elevator returns showing actual cargoes loaded at Canadian ports, plus U.S.A. official returns of loadings at U.S.A. seaboard ports and imports for home consumption, duty-paid, or for milling in bond.

The work undertaken by the Board of Grain Commissioners Statistics Branch in tracing the ports of unloading of all cargoes shipped from Canadian ports was not complete in that the later distribution from the ports of unloading such as Antwerp, Rotterdam, etc., to internal European countries was not obtained, nor did such tracing include shipments routed to and via the U.S.A.

Resolutions were drawn up and submitted by a sub-committee and adopted by the Conference that the Board of Grain Commissioners undertake the problem of tracing through to final disposition all exports of Canadian grain and the figures be made available for publication with the least possible delay.

Before leaving Ottawa, the matter was laid before Mr. L. D. Wilgress, Director of the Commercial Intelligence Service, and he kindly offered the full support of the Trade Commissioners. A statement of requirements with drafts of report forms and lists of cargoes loaded at Canadian ports were sent to Mr. Wilgress so that he could issue the necessary instructions to Trade Commissioners. Since then lists have been forwarded direct to the Trade Commissioners. They are sending reports weekly and co-operating to the fullest possible extent. The value of this service can be seen from the following figures showing the distribution of Canadian wheat unloaded at Antwerp and Rotterdam respectively which, under the previous system, would have been shown as imported into Belgium and Holland respectively.

CANADIAN WHEAT UNLOADED AT ANTWERP AND ROTTERDAM FROM APRIL
TO THE END OF OCTOBER AND DISTRIBUTION THEREOF

ANTWERP		ROTTERDAM	
	bush.		bush.
Total unloaded.....	12,265,594	Total unloaded.....	8,621,895
Used in Belgium.....	10,810,468	Used in Holland.....	6,236,587
Shipped to France.....	215,677	Shipped to Belgium.....	269,671
Shipped to Germany.....	4,043	Shipped to Denmark.....	58,850
Shipped to Holland.....	229,654	Shipped to Finland.....	34,046
Shipped to Switzerland.....	1,005,752	Shipped to Germany.....	70,963
		Shipped to Great Britain....	817
		Shipped to Morocco.....	368
		Shipped to Norway.....	5,512
		Shipped to Palestine.....	6,158
		Shipped to Switzerland.....	849,259
		Still stored in Rotterdam...	1,089,664

Early experience in the tracing through to final disposition of export grain has indicated there are a great number of problems to meet before final success can be achieved. Grain imported by internal European countries is not all moved by the same route. The grain is handled through a number of ports widely separated and, in addition, imports by countries situated on the sea-board are often made in coastwise tonnage from ports in other European countries. Difficulties which cannot, under present conditions, be overcome are the result of legislation prohibiting any information whatever being furnished as to the disposal of imported grain once it has been unloaded at the ports of arrival.

Hitherto, details of cargoes of Canadian grain loaded at U.S.A. seaboard ports were not available. In order to secure this a visit was paid by Commissioner C. M. Hamilton, the Secretary and the Statistician to Buffalo and New York in May. Following this visit a formal application was addressed to the New York Produce Exchange. As a result arrangements were made for records of each cargo or parcel loaded to be supplied to this office. In addition to providing necessary details to facilitate the tracing of disposition, these lists enable more complete statistics of the movement of Canadian grain overseas to be available for publication and for the use of the Department of National Revenue.

Another result of the conference at Ottawa was a resolution requiring the Board to secure figures representing grain in transit by rail for inclusion in the weekly published statements of Canadian grain in store, afloat and in transit at all points in North America. The hearty co-operation of the railways was secured and the addition of these figures makes the visible supply weekly statements more complete and of greater value to the trade.

Owing to numerous requests coming to hand periodically for information as to the disposition and grades of barley exported, another mimeographed statement was added to the set released on Tuesdays, in which all details are shown.

TRANSPORTATION

The lake freight rates for grain throughout the 1936 season of navigation indicate the same lack of uniformity which marked the two previous seasons. Weighted averages of rates charged, monthly, to the end of August on shipments to Montreal, Sorel and Quebec are as follows:—

	May	June	July	August
To Montreal—All routes.....	5.57c.	3.817c.	4.753c.	3.752c.
Sorel —All routes.....	5.278	4.116	4.961	3.965
Quebec —All routes.....			5.0	

On the ocean the situation was entirely different. A much freer movement of commodities reduced the volume of tonnage available for grain and rates rose generally on all ocean routes.

Rates from St. Lawrence ports to Great Britain averaged approximately as follows:— May and June 6 $\frac{3}{4}$ c.; July and August 7 $\frac{1}{4}$ c.; September 7 $\frac{1}{2}$ c.; October and November 8 $\frac{1}{4}$ c. and December 9c. per bushel of wheat.

From Vancouver the rate opened in January, 1936, at 22/- per ton (2240 lbs.) to British ports, but after mid-January declined steadily until the last part of March when it reached the minimum of 17/6 per ton. From then until the end of August there was little change. In September the possibility of a strike of longshoremen on the U.S.A. Pacific coast created some uneasiness and rates rose to 21/6 by the end of the month. The demand for berth parcel space was small until the third week in October when rates rose to 25/-, only to recede as soon as the immediate demand fell off, 21/- being the rate at the end of the month. Early in December a large volume of tonnage had been chartered for grain shipments from Argentina and Australia to take care of heavy shipments expected. Consequently a steady rise in the rate from Vancouver occurred until 30/6 was reached, where it continued, with little variation, for the balance of the month.

PORT CHURCHILL

During August, September and October, 1935, 8 vessels were loaded with a total of 2,407,000 bus. of wheat. This compares with 15 vessels in 1934 loaded with 4,049,877 bus. wheat and 4,635 bus. oats.

OFFICIAL WEIGH-UP OF GRAIN IN ELEVATORS

Following the annual weighing of stocks of grain stored in public, semi-public and private terminal elevators in the Western Division, detailed statements of the overages and shortages, by grades, were prepared and submitted to the Board. In addition statements "B" showing the amounts of excess or deficiency in the first four statutory grades of wheat in semi-public terminal elevators and of each individual grade of grain in public terminal elevators were compiled in the manner prescribed by section 138, Canada Grain Act.

No excess due to the Crown was revealed by these calculations.

Summaries of the results of the weigh-up are appended.

GENERAL

In compliance with section 102, Canada Grain Act, certified copies of all insurance policies covering the value of grain in store in public and semi-public elevators were filed. These were carefully scrutinized to ensure their being in accordance with the Act. Values of grain in store in public and semi-public terminal elevators are calculated week by week and compared with the amount of insurance reported as in force to verify the amount as being sufficient. Values of grain stored in public country elevators where specific policies are in effect are calculated regularly so that should the total insurance appear insufficient to fully cover the value of the grain licensees are immediately instructed to place additional insurance unless the increase has taken place in the interim.

As required under section 21, Canada Grain Act, copies of publications containing prices of grain at certain principal markets have been obtained and placed on file for reference. Permanent records of daily quotations for cash and futures prices at Winnipeg, Vancouver, Liverpool, and other principal markets are maintained and monthly averages of the daily quotations calculated.

Copies of charter confirmations covering lake shipments of grain from Fort William-Port Arthur were filed by shippers in accordance with the Inland Water Freight Rates Act, 1923, as amended. These were carefully checked against official records of actual shipments and used in the compilation of weighted averages of freight rates charged for the carriage of grain via different routes, monthly, during the year.

Respectfully submitted,

E. A. URSELL,

Statistician.

Fort William, Ontario, 18th January, 1937.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1935-36 (ENDED 31st JULY)

GRAIN COMMISSION

—		Wheat	Oats	Barley	Flaxseed	Rye	Corn	Buckwheat	Mixed grain
		bush.	bush.	bush.	bush.	bush.	bush.	bush.	pounds
<i>Exported Overseas—</i>									
From Montreal.....		51,648,084	7,006,636	6,127,124		1,115,155		213,516	
Sorel.....		16,283,906	84,643	283,660					
Quebec.....		3,777,219	33,035	37,507		17,132			
Halifax.....		2,077,664	66,978						
St. John.....		1,069,093							
West St. John.....		9,690,731	252,899	314,075				64,095	
Toronto.....			8,706						
Total.....		84,546,697	7,452,897	6,762,366		1,132,287		277,611	
<i>Shipped to U.S.A. Atlantic Seaboard Ports—(for Export)</i>									
From Collingwood.....		76,000							
Depot Harbour.....		298,000							
Goderich.....		76,000							
Kingston.....		4,900							
Midland.....		279,000							
Owen Sound.....		202,586							
Port Colborne.....		454,480							
Port McNicoll.....		248,000							
Sarnia.....		290,094							
Tiffin.....		752,800							
Total.....		2,681,860							
<i>Shipped to U.S.A. Domestic Points—</i>									
From Georgian Bay Ports.....		895,551							
Lower Lake Ports.....		725,981		167,089					
St. Lawrence Ports.....		114,642		104,617					
Total.....		1,736,174		271,706					
<i>Shipped to Canadian Domestic Points—</i>									
From Georgian Bay Ports.....		2,521,622	283,724	113,215		7,815	2,500		
Lower Lake Ports.....		1,355,337	537,314	284,063		60,796	398,714		
St. Lawrence Ports.....		672,197	1,718,359	1,450,998		38,908	37,742	7,027	
Atlantic Seaboard Ports.....		11,662	16,569						
Total.....		4,560,818	2,555,966	1,848,276		107,519	438,956	7,027	
<i>Shipped to Canadian Mills—</i>									
From Georgian Bay Ports.....		9,114,658	3,876,742	184,685	96,565	40,666	5,925		
Lower Lake Ports.....		8,320,396	301,066	463,890	67,124	148,000	41,009		
St. Lawrence Ports.....		3,963,101	482,362	378,332	327,637	10,150	77,838	2,158	556,688
Atlantic Seaboard Ports.....		4,282	29,275						
Total.....		21,402,437	4,689,445	1,026,907	491,326	198,816	124,772	2,158	556,688
Grand total exported or moved into consumptive channels....		114,927,986	14,698,308	9,909,255	491,326	1,438,622	563,728	286,796	556,688

Georgian Bay elevators include Goderich and Sarnia; Lower Lake elevators comprise Port Colborne, Toronto, Kingston and Prescott; St. Lawrence elevators comprise Montreal, Sorel and Quebec.

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1935-36 (ENDED JULY 31)

	United States Oats	United States Barley	United States Corn	United States Beans
	bush.	bush	bush.	bush.
<i>Exported Overseas—</i>				
From Montreal.....		189,170		2,728,229
Sorel.....				511,467
Total.....		189,170		3,239,696
<i>Shipped to U.S.A. Domestic Points—</i>				
From Georgian Bay ports.....	29,967		2,395,694	
Lower Lake ports.....			112,634	
St. Lawrence ports.....				
Total.....	29,967		2,508,328	
<i>Shipped to Canadian Domestic Points—</i>				
From Georgian Bay ports.....			2,008	
Lower Lake ports.....			1,500	
St. Lawrence ports.....				
Total.....			3,508	
<i>Shipped to Canadian Mills—</i>				
From Georgian Bay ports.....	358,805		89,899	
Lower Lake ports.....			8,099	
St. Lawrence ports.....				
Total.....	358,805		97,998	
Grand Total exported or moved into consumptive channels.....	388,772	189,170	2,609,834	3,239,696

DISTRIBUTION OF SHIPMENTS OF FOREIGN GRAIN (OTHER THAN U.S.A. GRAIN) FROM EASTERN ELEVATORS, CROP YEAR 1935-36 (ENDED JULY 31)

	Corn	Flaxseed	Rye
	bush.	bush.	bush.
<i>Exported Overseas.....</i>			
<i>Shipped to U.S.A. Domestic Points—</i>			
From Montreal—Argentine.....	2,973,511	451,664	
South African.....	134,000		
Lower Lake ports—Argentine.....			1,005
Georgian Bay ports—South African.....	2,928		
Total.....	3,110,439	451,664	1,005
<i>Shipped to Canadian Domestic Points—</i>			
From Halifax—Argentine.....	20,009		
South African.....	322,662		
St. Lawrence ports—Argentine.....	410,022		
South African.....	1,440,237		
Lower Lake ports—Argentine.....	1,500		
South African.....	56,562		
Total.....	2,250,992		
<i>Shipped to Canadian Mills—</i>			
From Halifax and St. John—Argentine.....	53,138		
South African.....	543,775		
St. Lawrence ports—Argentine.....	759,855	526,521	
South African.....	640,072		
Lower Lake ports—Argentine.....	238,062		
South African.....	1,153,721		
Georgian Bay ports—Argentine.....		39,970	
South African.....	166,172		
Total.....	3,554,795	566,491	
Grand Total exported or moved into consumptive channels.....	8,916,226	1,018,155	1,005

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, 31ST JULY, 1936

SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Mixed Grain	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	lbs.	lbs.
Canadian Government Elevators—														
Calgary.....	279-30	.....	1,551-06	.....	.....	.....	115-00	.....	.....	.....	.....	.....	.....	.....
Edmonton.....	768-00	.....	341-09	.....	.....	.....	17-38	.....	.....	.....	.....	.....	.....	.....
Lethbridge.....	929-40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moose Jaw.....	275-00	.....	.....	169-24	189-24	.....	12-44	.....	1-22	.....	.....	7-28	.....	.....
Saskatoon.....	.....	108-10	.....	15-32	823-18	.....	1-12	.....	.....	.....	.....	.....	.....	.....
Pacific Elevators Ltd.,														
Vancouver.....	1,207-10	.....	.....	.....	397-02	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	3,459-20	108-10	1,892-15	185-22	1,410-10	.....	146-46	.....	1-22	.....	.....	7-28	.....	.....
Net Total—Surplus.....	3,351-10		1,706-27		1,410-10		146-46		1-22					
or														
Deficit.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7-28	.....	.....	.....

ANNUAL WEIGH-UP—31ST JULY, 1936—Con.

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, July 31, 1936 of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in Section 138, Canada Grain Act 1930 and amendments thereto

LICENSEE	EXCESS				DEFICIENCY		
	1 Hard	1 Northern	2 Northern	3 Northern	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co., Ltd.....					291-50		266-00
Canadian Consolidated Grain Co., Ltd.—			37-30		2,056-40		
“Empire”					1,382-50	22-00	94-00
“Thunder Bay”					1,001-30	2,883-50	167-10
Eastern Terminal Elevator Co., Ltd.—							
“Richardson”					3,305-00	3,589-40	4,647-50
Federal Grain Limited—							
“Consolidated”					3,066-20	557-30	299-40
“Northwestern”					6,151-20	1,807-40	3,097-00
“Stewart”					75-50	889-00	1,661-00
Fort William Elevator Co., Ltd.....					400-40	83-20	122-50
Grand Trunk Pacific Elevator Co., Ltd.....		8,293-10				4,157-10	19,141-00
Manitoba Pool Elevators Ltd.—							
“Terminal No. 1”					583-00	-30	144-20
“Terminal No. 2”			408-00		1,896-10		1,420-50
McCabe Bros. Grain Co., Ltd.....					3,490-00	704-10	132-50
Northland Elevator Co., Ltd.—							
“B & E”					3,066-40	125-10	3-40
“D”					14,564-20	1,669-50	342-00
Ogilvie Flour Mills Co., Ltd.....			79-40	2,018-20	9,308-00		
N. M. Paterson & Co., Ltd.....					656-40	2,284-00	2,314-50
Reliance Grain Co., Ltd.....					5,098-20	1,053-20	1,467-40
Saskatchewan Pool Terminals Ltd.—							
“Terminal No. 4”		3,516-00				4,358-30	2,943-40
“Terminal No. 5”					4,576-50		
“Terminal No. 6”					7,536-20	5,112-30	3,064-50
“Terminal No. 7”					2,295-20	6,643-10	5,541-50
Searle Terminal Limited.....					16,157-00	1,254-40	6,079-50
Superior Elevator Co., Ltd.—“P. & H.”	4,785-10				4,892-00	67-10	241-40
Union Terminal Limited.....		44-50		1,257-50		2,805-10	
United Grain Growers Terminals Limited....				403-40		2,711-20	
Western Grain Co., Limited.....						2,425-40	
						2,543-20	1,497-50

There is no excess due to the Crown from any of the above elevators.

ANNUAL WEIGH-UP—31ST JULY, 1936—*Conc.*

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, 31st July, 1936, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, VANCOUVER-NEW WESTMINSTER, PRINCE RUPERT, CHURCHILL, NORTH TRANSCONA and CALGARY, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930, and amendments thereto.

LICENSEE	EXCESS				DEFICIENCY			
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Vancouver-New Westminster—</i> Alberta Wheat Pool, Elevator No. 1.....					2,912-40	1,541-20	940-10	1,610-00
Alberta Wheat Pool, Elevator No. 2.....					470-50	1,139-00	683-40	985-30
Columbia Grain Elevator Co., Ltd.....	872-50		3,024-20			6,697-10		8,071-40
Midland Pacific Terminal Limited.....					480-30	1,849-20		46-10
Pacific Elevators Ltd., Elevator "B".....					1,525-40	13,697-00		6,041-00
Searle Terminal Limited.....			3,326-50		1,211-10	242-50		5,023-30
United Grain Growers Terminals, Ltd....		2,364-00	1,571-30		264-20			9,834-10
<i>Prince Rupert—</i> Alberta Wheat Pool.....			32-10		252-10	392-30		1,531-10
<i>Churchill—</i> Hudson Bay Railway Terminals Elevator.....		2,262-40		4,330-30	21-00		9,458-10	
<i>North Transcona—</i> Eastern Terminal Elevator Co., Ltd.....					-20	214-40		11-50
<i>Calgary—</i> Alberta Pacific Grain Co., Ltd., Elevator No. 2.....							12-00	403-50

There is no excess due to the Crown from any of the above elevators.

APPENDIX No. 3

COMMITTEES ON GRAIN STANDARDS

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 Dr. W. F. Geddes, Chemist in charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing millers of wheat flour.

George Bennett, W. H. Fairfield, R. H. MacDonald B. S. Plumer,	}	representing Grain Growers in Alberta.
Dean A. E. Shaw, J. Wellbelove, A. E. Wilson, G. E. Canfield, A. Sproule,	}	representing Grain Growers in Saskatchewan.
P. F. Bredt, Dr. G. P. McRostie, J. Quick,	}	representing Grain Growers in Manitoba.
K. Campbell, representing Grain Growers in British Columbia.		

COMMITTEE ON EASTERN GRAIN STANDARDS

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing Montreal Board of Trade.
 E. D. Sullivan, representing Toronto Board of Trade.
 T. A. Climo, representing Exporters of Grain.

C. H. G. Short, J. J. Page,	}	representing Millers of Wheat in the Eastern Division
H. A. Gilroy, H. Currie,	}	representing Grain Growers in Ontario.

W. G. Thompson, additional.
 J. M. Vittie, additional.
 G. E. McConney, additional.

APPENDIX No. 4

GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman).	J. Watson (Chairman).	C. C. Manahan (Chairman).
Grant Hammond.	C. Floyd.	J. W. Allen.
J. McMahon.	F. T. Allison.	W. N. Boyle.
A. F. Moore.	J. A. Harris.	A. Fraser.
J. Murray.	W. McLeod.	C. C. Gillies.
S. C. Swanton.	E. J. Munson.	J. A. Kyle.
C. J. Wells.	A. Pierson.	L. T. Ingram.
P. V. Wright.	C. W. Roenish.	R. H. Settle.
Vacant (Secretary).	W. E. Bray (Secretary).	F. J. Wolfe.
		John Blue (Secretary).

<i>Toronto</i>	<i>Montreal</i>
G. D. Brundrit.	C. B. Esdaile (Chairman).
C. H. Coatsworth.	B. J. Bolan.
R. C. Pratt.	A. Chaplin.
N. H. Campbell.	F. B. Earle.
C. W. Heimbecker.	R. Hume.
L. S. Johnston.	
W. N. McCarthy.	
G. E. McConney.	
E. D. Sullivan.	
K. F. Wadsworth.	

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1936

	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	644	94	2	548
Calgary.....	1,004	204	15	785
Edmonton.....	548	72	3	473
Toronto.....	1	.....	.....	1
Montreal.....	.....	.....	.....	.....

APPENDIX No. 5
REPORT OF REGISTRAR

WINNIPEG, MAN., December 31, 1936.

THE SECRETARY,
Board of Grain Commissioners for Canada,
Winnipeg, Man.

DEAR SIR,—There is submitted hereunder statement showing the total registrations and registrations for cancellation of terminal elevator warehouse receipts and Eastern warehouse receipts or transfer receipts during the crop year ended August 31, 1936:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg—</i>		
Wheat.....	149,386,730-40	172,452,392-50
Oats.....	14,508,201-06	17,991,788-15
Barley.....	14,424,968-10	12,128,165-20
Flax.....	601,037-50	703,706-41
Rye.....	3,040,848-06	3,818,103
Mixed grain.....	95,378-20	68,269-30
Corn.....	59,259	59,271-54
Barley malt.....	180,104-06	180,104-06
<i>Vancouver—</i>		
Wheat.....	58,024,039-50	59,355,788-40
Oats.....	2,996,550-28	2,630,558
Barley.....	444,738-16	444,460-18
Flax.....	1,577-13	1,189-46
Rye.....	20,293-22	42,612-18
Mixed grain.....	12,729-10	1,360-40
Corn.....	29,327-48	23,899-06
<i>Calgary—</i>		
Wheat.....	2,045,311-30	2,285,953-20
Oats.....	943,656-06	487,143-08
Barley.....	91,323-16	86,200-10
Mixed grain.....	1,064-30	2,424-30
<i>Edmonton—</i>		
Wheat.....	2,007,839-40	2,078,145-10
Oats.....	173,158-28	156,582-28
Barley.....	83,196-12	26,306-42
Mixed grain.....	295-40	9,801-40
Corn.....	211-14	196-24
<i>Lethbridge—</i>		
Wheat.....	687,280-50	1,205,113-10
Oats.....	114-14	232-32
<i>Moose Jaw—</i>		
Wheat.....	190,908-40	188,618-20
Oats.....	10,756-06	11,872-18
Barley.....	15,969-28	14,054-18
Flax.....	988-26	988-26
<i>Saskatoon—</i>		
Wheat.....	113,539-40	112,947-40
Oats.....	7,950-10	11,941
Barley.....	2,416-32	2,416-32
Flax.....	383-18	

REPORT OF REGISTRAR—*Conc.*

	Bushels Registered	Bushels Registered for Cancellation
<i>Total—</i>		
Wheat.....	212,455,650-50	237,678,959-10
Oats.....	18,640,387-30	21,290,118-33
Barley.....	15,062,612-18	12,701,603-44
Flax.....	603,986-51	705,885-01
Rye.....	3,061,141-28	3,860,715-18
Mixed grain.....	109,468	81,856-40
Corn.....	88,798-06	83,367-28
Barley malt.....	180,104-06	180,104-06

EASTERN WAREHOUSE RECEIPTS OR TRANSFER RECEIPTS

<i>Montreal—</i>		
Wheat.....	144,293,085-20	180,576,068-20
Oats.....	20,809,570-15	19,888,343-33
Barley.....	14,409,571-11	14,579,103-06
Flax.....	1,804,372-10	1,665,088-24
Rye.....	2,062,086-20	2,070,283-12
Buckwheat.....	265,050	265,050
Corn.....	10,463,967	12,036,856-54
Screenings.....	422,094-16	553,451-32
Beans.....	3,549,553-10	3,549,553-10

Yours respectfully,

W. T. TODD,

Registrar.

APPENDIX No. 6

REPORT OF CHIEF INSPECTOR OF GRAIN

WINNIPEG, MAN., November 21, 1936.

THE SECRETARY,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I herewith submit my annual report covering car and cargo inspections in the Western Division, also the car and cargo inspections and sampling in the Eastern Division, for the crop year ending July 31, 1936.

The prospects for the crop all over the West were good up to the month of July. During this month, however, a severe epidemic of rust, together with intense heat and dry weather, took a very heavy toll, both as to quantity and quality, of all grains in the Central and Southern portions of the Prairie Provinces, resulting in the shortest crop since the year 1919.

The establishment of "Special Grades" was found necessary, to take care of the rusted wheats.

Fine weather was experienced during the Fall, and the crop was harvested in good condition, there being a very small percentage of tough grain.

Total number of cars inspected in the Western Division for the year 1935-36 was 178,011 as against 179,191 for the previous year.

Yours truly,

JAS. D. FRASER,

Chief Inspector.

WESTERN DIVISION

The total primary inspections in the Western Division from August 1, 1935, to July 31, 1936, are made up as follows:—

	Cars	Per-centage
Wheat.....	152,545	85·694
Oats.....	13,128	7·375
Barley.....	10,032	5·636
Flaxseed.....	814	·457
Rye.....	1,409	·791
Mixed grain.....	65	·037
Corn.....	8	·004
Screenings.....	10	·006
Total.....	178,011	100·000

The grades of Wheat are as follows:—

	Cars	Per-centages	Totals	Percentage of total Inspections
1 Manitoba Hard.....	4,526	3·211		
1 Manitoba Northern.....	29,961	21·260		
2 Manitoba Northern.....	19,899	14·120		
3 Manitoba Northern.....	20,246	14·367		
4 Manitoba Northern.....	17,143	12·165		
No. 5.....	11,728	8·322		
No. 6.....	7,765	5·510		
Feed.....	10,215	7·249		
Sample.....	55	·039		
Smutty.....	703	·500		
Tough.....	6,721	4·769		
Damp.....	642	·456		
Rejected.....	349	·248		
No. 4 Special.....	5,067	3·595		
No. 5 Special.....	3,105	2·203		
No. 6 Special.....	2,799	1·986		
Total Red Spring Wheats.....	140,924	100·000	140,924	92·382
1 Garnet.....	266	11·600		
2 Garnet.....	1,315	57·349		
Smutty Garnet.....	5	·218		
Tough Garnet.....	701	30·571		
Damp Garnet.....	4	·175		
Rejected Garnet.....	2	·087		
Total Garnet Wheat.....	2,293	100·000	2,293	1·503
1 Amber Durum.....	489	5·516		
2 Amber Durum.....	1,132	12·768		
3 Amber Durum.....	3,161	35·653		
4 Amber Durum.....	1,804	20·347		
5 Amber Durum.....	850	9·587		
6 Amber Durum.....	604	6·813		
Smutty Amber Durum.....	72	·812		
Tough Amber Durum.....	462	5·211		
Damp Amber Durum.....	4	·045		
Rejected Amber Durum.....	286	3·226		
Amber Durum and Ragweed.....	1	·011		
Sample Amber Durum.....	1	·011		
Total Amber Durum Wheat.....	8,866	100·000	8,866	5·812
1 White Spring.....	4	16·000		
2 White Spring.....	13	52·000		
3 White Spring.....	5	20·000		
Smutty White Spring.....	2	8·000		
Rejected White Spring.....	1	4·000		
Total White Spring Wheat.....	25	100·000	25	·016

The grades of Wheat are as follows:—*Concluded.*

	Cars	Per- centages	Totals	Percentage of total Inspections
1 Mixed Wheat.....	6	8.108		
2 Mixed Wheat.....	2	2.703		
3 Mixed Wheat.....	8	10.811		
4 Mixed Wheat.....	42	56.756		
5 Mixed Wheat.....	2	2.703		
6 Mixed Wheat.....	2	2.703		
Tough Mixed Wheat.....	4	5.405		
Smutty Mixed Wheat.....	4	5.405		
Rejected Mixed Wheat.....	2	2.703		
Sample Mixed Wheat.....	2	2.703		
Total Mixed Wheat.....	74	100.000	74	.049
1 Alberta Red Winter.....	84	23.141		
2 Alberta Winter.....	100	27.548		
3 Alberta Winter.....	50	13.774		
Tough Alberta Winter.....	3	.826		
Damp Alberta Winter.....	2	.551		
Smutty Alberta Winter.....	124	34.160		
Total Alberta Winter Wheat.....	363	100.000	363	.238
Total.....	152,545	.....	152,545	100.000

The grades of Oats are as follows:—

	Cars	Percentages
1 C.W.....	9	.069
2 C.W.....	1,171	8.920
3 C.W.....	3,592	27.361
Special Feed.....	54	.411
Ex. 1 Feed.....	1,059	8.067
1 Feed.....	4,283	32.625
2 Feed.....	1,788	13.620
3 Feed.....	117	.891
Mixed Feed Oats.....	29	.221
Rejected Oats.....	14	.107
Sample.....	9	.069
Tough.....	966	7.357
Damp.....	37	.282
Total.....	13,128	100.000

The grades of Barley are as follows:—

	Cars	Percentages
2 C.W. (six row).....	45	.449
3 Ex. C.W. (six row).....	3,012	30.024
2 C.W. (two row).....	13	.130
3 Ex. C.W. (two row).....	122	1.216
2 C.W. Trebi.....	1	.010
3 Ex. C.W. Trebi.....	11	.110
3 C.W.....	1,722	17.165
4 C.W.....	1,069	10.656
5 C.W.....	1,787	17.813
6 C.W.....	534	5.322
Rejected.....	8	.080
Sample.....	1	.010
Tough.....	1,688	16.826
Damp.....	19	.189
Total.....	10,032	100.000

The grades of Flax are as follows:—

	Cars	Percentages
1 C.W.....	710	87.223
2 C.W.....	61	7.494
3 C.W.....	22	2.703
Sample.....	2	.246
Tough.....	17	2.088
Damp.....	2	.246
Total.....	814	100.000

The grades of Rye are as follows:—

	Cars	Percentages
1 C.W.....	7	.497
2 C.W.....	445	31.582
3 C.W.....	691	49.042
4 C.W.....	8	.568
Ergoty Rye.....	41	15.117
Rejected.....	2	2.910
Tough.....	213	.142
Damp.....	1	.071
Sample.....	1	.071
Total.....	1,409	100.000

The grades of Mixed Grain are as follows:—

	Cars	Percentages
No. 1.....	20	30.769
No. 3.....	32	49.231
Tough.....	10	15.385
Damp.....	2	3.077
Sample.....	1	1.538
Total.....	65	100.000

The number of cars of grain inspected at the various points during the crop year August 1, 1935, to July 31, 1936.

	Cars	Percentages
Winnipeg.....	116,860	65.648
Calgary.....	26,681	14.988
Duluth.....	99	.055
Moose Jaw.....	5,546	3.115
Saskatoon.....	4,616	2.593
Medicine Hat.....	2,384	1.336
Lethbridge.....	731	.410
Vancouver.....	525	.294
Edmonton.....	18,910	10.629
Churchill.....	1,659	.932
Total.....	178,011	100.000

SUMMARY OF CARS REINSPECTED

	Winnipeg			Calgary		
Cars inspected.....	116,860			26,681		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	18,739	67.19	16.03	2,503	66.76	9.38
Grades raised.....	6,821	24.46	5.84	688	18.35	2.57
Grades lowered.....	150	.54	.12	28	.75	.10
Dockage raised.....	177	.63	.15	59	1.58	.22
Dockage lowered.....	2,002	7.18	1.71	471	12.56	1.76
Totals.....	27,889	100.00	.....	3,749	100.00	.....

	Edmonton			Saskatoon		
Cars inspected.....	18,910			4,616		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	3,681	90.24	19.46	570	91.49	12.34
Grades raised.....	212	5.20	1.12	47	7.55	1.01
Grades lowered.....	51	1.25	.26	.....	.....	.....
Dockage raised.....	54	1.32	.28	5	.80	.10
Dockage lowered.....	81	1.99	.42	1	.16	.02
Totals.....	4,079	100.00	.....	623	100.00	.....

	Moose Jaw			Medicine Hat		
Cars inspected.....	5,546			2,384		
Reinspections	Cars	Per cent	Per cent of total inspections	Cars	Per cent	Per cent of total inspections
Left as graded.....	728	87.71	13.12	92	77.96	3.86
Grades raised.....	91	10.96	1.64	16	13.56	.67
Grades lowered.....	9	1.09	.16	5	4.24	.21
Dockage raised.....	1	.12	.02	3	2.55	.12
Dockage lowered.....	1	.12	.02	2	1.69	.08
Totals.....	830	100.00	.....	118	100.00	.....

RECAPITULATION OF REINSPECTIONS

	Cars	Percentages	Percentage of total inspections
Left as graded.....	26,313	70.57	14.78
Grades raised.....	7,875	21.12	4.42
Grades lowered.....	243	.65	.13
Dockage raised.....	299	.80	.16
Dockage lowered.....	2,558	6.86	1.43
Totals.....	37,288	100.00	20.92
Total—			
Left as graded.....	26,313	14.78	.....
Changes.....	10,975	6.14	20.92

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	P.c.	Cars	P.c.	Cars	P.c.	Cars	P.c.
Left as graded.....	548	85.09	785	79.19	473	86.31	1,806	82.24
Grades raised.....	94	14.60	204	20.32	72	13.14	370	16.85
Grades lowered.....	2	.31	7	.70	.....	.....	9	.41
Dockage raised.....	.....	.....	.....	.....	.....	.....	.....	.....
Dockage lowered.....	.....	.....	8	.79	3	.55	11	.50
	644	.....	1,004	.....	548	.....	2,196	.....

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Percentages
Total inspections.....	178,011	100.000
Total appeals.....	2,196	1,233
Total grades changed.....	390	0.219

BUSHEL OF GRAIN INSPECTED AND SHIPPED BY VESSEL, AUGUST 1, 1935, TO JULY 31, 1936

	Fort William and Port Arthur	Vancouver and New Westminster	Prince Rupert	Victoria	Churchill, Man.	Duluth and Superior
Wheat.....	182,839,421	57,356,578	.....	.....	2,407,000	.....
Oats.....	14,765,147	2,873,456	.....	.....	.....	.....
Barley.....	9,778,934	6,458	.....	.....	.....	.....
Flaxseed.....	536,723	.....	.....	.....	.....	.....
Rye.....	2,997,418	.....	.....	.....	.....	.....
Mixed grain.....	12,519	.....	.....	.....	.....	.....
Barley malt.....	230,114	.....	.....	.....	.....	.....
Oats groats.....	18,494	1,400	.....	.....	.....	.....
Screenings.....	1,903,556	.....	.....	.....	.....	.....

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL ELEVATORS, AUGUST 1, 1935, TO JULY 31, 1936

	Churchill	Duluth	Fort William and Pt. Arthur	Winnipeg	Calgary	Moose Jaw	Saskatoon	Lethbridge	Vancouver	Edmonton
Wheat.....	79	2,892	2,904	1,622	1,474	504	596	495	1,489
Oats.....	1,133	634	396	278	63	.....	184	324
Barley.....	179	1,192	306	27	4	.....	34	49
Flaxseed.....	69	1	1	2	.....	.....	.....	2
Rye.....	72	23	1	.....	.....	.....	26	.....
Mixed grain.....	21	30	30	.....	20	.....	.....	10
Corn.....	33	7	.....	.....	.....	.....	.....	.....
Screenings.....	1	.....	.....	180	215	26	194	7	588	20
Oats groats.....	40	.....	.....	.....	.....	.....	.....	.....
Totals.....	1	79	4,439	4,971	2,571	1,807	785	603	1,327	1,894

EASTERN DIVISION

TOTAL INSPECTIONS AUGUST 1, 1935, TO JULY 31, 1936

<i>Cargoes—</i>		
Grain grown in Eastern Division—		
At Toronto.....	Bushels	Bushels
At Montreal.....	166,418	
	1,040,627	
		1,207,045
<i>Car Loads—</i>		
Grain grown in Eastern Division—		
At Toronto.....	Cars	Cars
At Montreal.....	2,363	
	580	
		2,943

GRAIN CARGOES SAMPLED BUT NOT INSPECTED, AUGUST 1, 1935, TO JULY 31, 1936

	Bushels	Bushels
Western grain.....	154,530,513	
Eastern grain.....	775,187	
African corn.....	3,920,735	
Argentine grain.....	7,879,482	
United States grain.....	5,897,089	173,003,006
At Montreal.....	136,569,168	
At Sorel.....	21,413,395	
At Quebec.....	3,786,095	
At St. John, N.B.....	8,937,870	
At Halifax, N.S.....	2,259,638	
At Toronto.....	36,840	
		173,003,006

CAR LOADS SAMPLED BUT NOT INSPECTED, AUGUST 1, 1935, TO JULY 31, 1936

	Montreal cars	Toronto cars
Western grain.....	305	1
Eastern grain.....	126	
Argentine grain.....	1	
African grain.....	52	
	484	1

GRADES OF CARGOES INSPECTED

<i>Grain grown in Eastern Division—</i>	
Wheat—	
No. 3 Winter.....	Bushels
No. 3 Red Winter.....	41,029
No. 2 Mixed Winter.....	16,538
Tough No. 3 Winter.....	52,633
Rejected No. 3 Winter.....	9,990
Tough No. 1 Commercial.....	12,945
Sample.....	12,000
	7,999
Oats—	
No. 3 White.....	740,593
No. 4 White.....	173,933
Tough No. 3 White.....	3,900
Rejected Musty.....	14,970
Buckwheat—	
Tough No. 3.....	2,180
Damp No. 3.....	258
Mixed grain.....	118,077

TRADE AND COMMERCE

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
<i>Wheat—</i>			
No. 2 Winter.....	12	.....	12
No. 3 Winter.....	279	8	287
No. 4 Winter.....	148	7	155
Tough.....	253	12	265
Damp.....	7	.....	7
Rejected.....	13	11	24
No. 2 Red Winter.....	16	.....	16
No. 1 Mixed Winter.....	4	.....	4
No. 2 Mixed Winter.....	226	.....	226
No. 3 Mixed Winter.....	5	.....	5
Rejected.....	1	.....	1
No. 1 Commercial.....	33	.....	33
No. 2 Commercial.....	2	1	3
Tough.....	72	.....	72
Damp.....	1	.....	1
<i>Oats—</i>			
No. 2 White.....	14	25	39
No. 3 White.....	176	162	338
No. 4 White.....	167	102	269
Tough.....	28	52	80
Damp.....	1	.....	1
Rejected.....	6	13	19
<i>Barley—</i>			
Extra No. 3.....	47	2	49
No. 3.....	189	1	190
No. 4.....	23	.....	23
Tough.....	2	1	3
Rejected.....	7	.....	7
<i>Buckwheat—</i>			
No. 3.....	.....	1	1
No. 4.....	2	2	4
Tough.....	52	110	162
Damp.....	8	34	42
Rejected.....	1	.....	1
<i>Rye—</i>			
No. 2.....	12	.....	12
<i>Corn—</i>			
No. 2 Yellow.....	186	.....	186
No. 2 White.....	2	.....	2
No. 3 Yellow.....	9	4	13
No. 2 Mixed.....	9	1	10
No. 3 Mixed.....	3	.....	3
Tough.....	69	.....	69
Damp.....	261	.....	261
<i>Mixed grain.....</i>	17	31	48
	2,363	580	2,943

WESTERN GRAIN SAMPLED AT QUEBEC FOR REINSPECTION AT WINNIPEG,
MANITOBA

<i>Wheat—</i>	Bushels
No. 1 Manitoba Northern.....	16,211
No. 2 Manitoba Northern (old grade).....	79,339
No. 3 Manitoba Northern.....	39,787
No. 4 Manitoba Northern.....	24,126
No. 3 C.W. Amber Durum.....	37,656
No. 4 Mixed Wheat.....	22,897
No. 5 Mixed Wheat.....	31,676
Feed Wheat.....	23,886
	275,578
<i>Oats—</i>	
No. 2 Feed.....	59,242

APPENDIX No. 7

REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—I herewith submit my annual report for the crop year ending July 31, 1936.

This Branch supplied weighing services at all Public Terminal, Semi-Public Terminal and Private Terminal elevators licensed by the Board in the Western Division for the purpose of weighing all grains received into and shipped out of these elevators as required under Sections 91 and 123 of the Act.

Weighing services in the Eastern Division have been supplied on a fees basis, as in the past, at elevators licensed by the Board for the purpose of weighing car lots shipped out of elevators at the following points:—

Goderich Elevator.

Western Canada Flour Mills Elevator, Goderich.

Canada Steamship Lines Elevator, Midland.

Midland Simcoe Elevator, Midland.

Aberdeen Elevator, Midland.

Great Lakes Elevator, Owen Sound.

Canadian Pacific Railway Elevator, Port McNicoll.

Sarnia Elevator, Sarnia.

Toronto Elevator, Toronto.

Under my authority as Inspector of scales in terminal elevators, I conducted the annual inspection of scales in terminal elevators at the Head of the Lakes, the Interior Government Elevators, Canadian Government Elevator at Port Churchill, and those elevators at the Pacific Coast loading to deep sea vessels. I also made a semi-annual inspection of the scales located in the above elevators on behalf of the Board.

Scales and equipment for handling of grain before and after weighing in elevators where weighing services have been supplied have been kept in good condition.

The annual inspection of scales in the Eastern Division in elevators licensed by the Board was conducted by Mr. P. J. Marples of Montreal.

There were fewer complaints received than in previous years on cars unloaded at terminal elevators, and upon investigation, in the majority of cases it was found that cars had been reported leaking, pilfered en route, or grain doors not properly installed. In the past year there has been a very considerable amount of pilfering of grain from cars spotted on elevator tracks and in railway yards, in spite of the fact that the Terminal Elevator Companies and Railway Companies have engaged extra watchmen during the period when the movement of grain was heavy.

Reported shortages on the out-turn of vessels loaded at Port Arthur and Fort William during the crop year continue to vary in amount according to ports or elevators at which cargoes are discharged. Some unloading elevators continue from season to season to report very satisfactory out-turns, which indicates careful handling and weighing; while others invariably report serious shortages. Some American ports have reported very bad out-turns during the year. It will be noted from the enclosed statements that while there was a slight decrease in the average reported shortage of pounds per 1,000 bushels of wheat going to Canadian ports compared to last year, there was an increase of

10 pounds in the average reported shortage of pounds per 1,000 bushels of wheat going to American ports.

Any complaints received on deep sea shipments have been investigated and report submitted to the Board.

The stocks of grain in store in the elevators licensed by the Board in the Western Division as public terminal and semi-public terminal elevators, and the top four grades of wheat in the elevators licensed as private terminal elevators, were weighed over at the end of the crop year. Approximately 50,571,412 bushels of all grain were weighed over, and statements of the correct quantities of the various grades were prepared and forwarded to the Board to permit of the adjustment of outstanding warehouse receipts in public and semi-public terminal elevators, and the establishment of overages in terminal elevators in accordance with the provisions of Section 138 of the Canada Grain Act.

Attached are statements giving particulars of the various phases of the work of this Branch.

Respectfully submitted,
S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 8, 1936.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31, 1936.

FORT WILLIAM-PORT ARTHUR
RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	135,742,187-20	3,614,210-00	4,164,676-30	143,521,073-50
Oats.....	13,270,101-18	1,015,773-28	17,464-04	14,303,339-16
Barley.....	10,126,104-42	98,090-10	273,972-04	10,498,167-08
Flaxseed.....	699,016-01	8,015-50		707,031-51
Rye.....	1,855,690-28	265,688-11	879,365-30	3,000,744-13
South African Corn (ex vessel).....	24,851-28			24,851-28
Canadian Corn.....	618-02	15,096-54		30,828-42
Canadian Corn (ex vessel).....	15,113-42			
Mixed grain.....	pounds 4,702,740	pounds 116,120	pounds	pounds 4,818,860
Mixed feed oats groats.....				
All screenings.....	4,538,030	7,259,040		11,797,070
Sample Barley Malt.....	8,284,230			8,284,230

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	178,651,980-10	239,031-40	3,631,978-10	4,187,441-40	186,710,431-40
Oats.....	14,704,062-08	1,766,569-20	1,027,673-07	61,084-27	17,559,389-28
Barley.....	9,504,885-09	249,170-08	100,719-04	274,048-42	10,128,823-15
Flaxseed.....	536,723-22	110,851-41	8,119-00		655,694-07
Rye.....	2,752,734-09	2,850-00	103,232-06	244,684-07	3,103,500-22
South African corn.....		20,669-16	4,200-00		24,869-16
Canadian corn.....		15,096-54	15,108-52		30,205-50
Mixed grain.....	pounds 701,070	pounds 1,958,130	pounds 116,310		pounds 2,775,510
Mixed Feed oats groats.....	887,730	2,568,000			3,455,730
All screenings.....	114,213,360	33,419,760	7,450,600		155,083,720
Sample Barley malt.....	8,284,110				8,284,110

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1935-36, AT THE FOLLOWING POINTS:

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	58,809,425-00	3,323,040-11	208,604-13	2,975-00	71,702-33	58,175,840
Prince Rupert.....	1,019,065-50	2,877-02	.....	.....	.....	.....
Churchill.....	2,557,177-20	4,280-10	.....	.....	.....	.....
North Transcona.....	846,137-50	6,807-22	53,154-18	90-41	.....	.....
Calgary.....	2,637,234-10	946,880-20	452,922-34	710-20	.....	53,230
Edmonton.....	2,143,946-20	176,324-24	81,028-26	180-30	.....	52,950
Lethbridge.....	1,265,952-10	232-32	.....	.....	.....	.....
Moose Jaw.....	194,124-50	10,772-32	15,992-24	989-26	.....	.....
Saskatoon.....	115,644-40	7,957-12	2,418-36	.....	.....	.....

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	58,663,523-30	3,594,280-10	153,765-25	2,158-28	78,083-31	66,452,150
Prince Rupert.....	128-50	941-06	.....	.....	.....	16,000
Churchill.....	2,407,000-00	4,092-22	.....	.....	.....	4,734,000
North Transcona.....	1,783,944-50	13,775-20	55,226-22	67-48	.....	553,000
Calgary.....	2,315,131-20	469,752-32	444,485-00	693-06	.....	2,908,060
Edmonton.....	1,940,519-50	182,864-04	23,030-00	177-38	.....	2,178,430
Lethbridge.....	1,111,727-10	3,403-28	.....	.....	.....	878,670
Moose Jaw.....	298,026-50	10,911-16	15,215-20	988-26	.....	136,250
Saskatoon.....	112,947-40	11,970-14	2,416-32	.....	.....	120,760

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1935-1936

Kenora.....	553
Keewatin.....	4,594
Winnipeg.....	15,318
Portage la Prairie.....	919
Churchill.....	1,677
Medicine Hat.....	2,503
Edmonton.....	1,748
Calgary.....	4,840
Moose Jaw.....	6,903
Saskatoon.....	5,002
Total.....	44,057

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT, CROP YEAR 1935-36

CANADIAN PACIFIC RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lakehead elevators.....	6,272	563	86
Elevators, excluding lakehead.....	3,578	742	97
Cars reported bad order and loads transferred.....	2	.....	.....
Total.....	9,852	1,305	183

CANADIAN NATIONAL RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lakehead elevators.....	4,590	594	6
Elevators, excluding lakehead.....	1,890	227	35
Cars reported bad order and loads transferred.....			
Total.....	6,480	821	41
Total both roads.....	16,332	2,126	224

CAR INSPECTION AT WINNIPEG YARDS

	Cars leaking and defective	Seals missing and defective
C.P.R. Yards.....	4,138	718
C.N.R. Yards.....	848	327
Total.....	4,986	1,045

REPORT OF THE AVERAGE REPORTED SHORTAGES OF POUNDS PER 1,000 BUSHEL
ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT ARTHUR
AND UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS,

Grain	Bushels	Pounds per 1,000 bushels
Wheat.....	85,937,164-40	Short 24·59
Oats.....	13,896,875-16	Short 28·61
Barley.....	8,658,929-42	Short 33·32
Flaxseed.....	491,691-04	Short 34·08
Rye.....	1,190,419-46	Short 57·78
Barley malt.....	8,284,110 lbs.	Short ·88 lbs. per 1,000 lbs.
Mixed feed oats groats.....	443-1730 tons	Short 5·9 lbs. per ton.
Screenings.....	10,840-0900 tons	Short 3·69 lbs. per ton.

AMERICAN PORTS

Wheat.....	92,325,261-00	Short 35·11
Oats.....	850,807-02	Short 24·53
Barley.....	962,075-15	Short 51·64
Flaxseed.....	45,032-18	Short 39·02
Rye.....	1,381,263-25	Short 18·81
Screenings.....	45,866-0460 tons	Short 11·21 lbs. per ton.

UNITED KINGDOM—CONTINENT DIRECT

Wheat.....	736,250-50	No Outturn reports re-
Rye.....	181,050-50	ceived for these cargoes.

GRAND TOTALS—GRAIN SHIPPED

Wheat.....	178,998,676-30	Short 30·04
Oats.....	14,747,682-18	Short 28·37
Barley.....	9,621,005-09	Short 35·15
Flaxseed.....	536,723-22	Short 34·5
Rye.....	2,752,734-09	Short 36·82
Barley malt.....	8,284,110 lbs.	Short ·88 lbs. per 1,000 lbs.
Mixed feed oats groats.....	443-1730 tons	Short 5·9 lbs. per ton.
Screenings.....	56,706-1360 tons	Short 9·78 lbs. per ton.

APPENDIX No. 8

REPORT OF GENERAL MANAGER, CANADIAN GOVERNMENT
ELEVATORS

FORT WILLIAM, ONT., October 23, 1936.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following report of the Canadian Government Elevators for the year 1936.

ELEVATORS OPERATED

As in former years, the elevators at Moose Jaw, Saskatoon, Calgary, Edmonton, and Lethbridge were operated by this branch under Public Terminal Elevator licences.

ELEVATORS LEASED

The Prince Rupert elevator was operated by the Alberta Pool Elevators Limited, under lease covering a period of two years from August 1, 1935.

The Port Arthur elevator was operated by McCabe Bros. Grain Co. Ltd., under lease which expired July 31, 1936. The lessees exercised the option provided in that lease, extending it for a further period of three years from that date.

CHARGES

The charges at the five elevators operated were maintained on the same basis as the previous year, with the exception of minor changes for the cleaning of certain grades of barley. The elevation charge on wheat at all the points is two-fifths of one cent (2/5c.) per bushel including fifteen days free storage, subsequent storage being at the rate of one-sixtieth of one cent (1/60c.) per bushel per day.

GRAIN HANDLED

The total volume of grain handled at the five elevators was more than half a million bushels in excess of the amount handled during the previous year, the largest increases being recorded at Calgary and Lethbridge. The elevators in Saskatchewan continue to show decreased handlings due to unfavourable crop conditions and ample storage facilities at terminal and country points.

A considerable amount of oats and barley was handled through the Calgary and Edmonton elevators, where it was cleaned to seed standard for the Department of Agriculture of the Province of Alberta.

The following comparative statement shows receipts of all grains at each elevator during the last two crop years:—

Elevator	1934-35	1935-36	Increase	Decrease	Net Increase
Moose Jaw.....	599,149	221,786	.....	377,363	.....
Saskatoon.....	365,234	125,888	.....	239,346	.....
Calgary.....	2,625,558	3,416,798	791,240	.....	.....
Edmonton.....	2,322,596	2,394,971	72,375	.....	.....
Lethbridge.....	925,863	1,265,585	339,722	.....	.....
	6,838,400	7,425,028	1,203,337	616,709	586,628

REPAIRS AND IMPROVEMENTS

Prince Rupert.—Extensive repairs were made to bin walls of the storage annex, after which the entire concrete surface was treated with waterproofing

compound and finished with aluminum paint. Roofs of all shipping galleries were repaired and made weatherproof.

Port Arthur.—New steel smoke stacks were erected on the drier boiler house and substation.

Moose Jaw.—Improved steel sash windows were installed in the power house.

Up-to-date facilities for the Grain Inspection Department were provided by the construction of a new office in the west end of power house.

Saskatoon.—Repairs were made to the roof of the storage annex.

To facilitate drainage of surface water ditches were dug and corrugated iron culvert installed under the tracks.

Edmonton.—The old building used by the Grain Inspection Department was torn down and an up-to-date building erected on the site.

The cast iron water supply pipe from the city main to the boiler house, which had caused considerable trouble owing to corrosion, was replaced by copper pipe.

Extensive repairs were made to outside walls of the storage annex and the entire concrete structure painted with waterproofing solution.

TRACKAGE

The following replacements were made in order to maintain trackage:—

Port Arthur— 500 track ties.

Prince Rupert— 300 track ties.

switch ties and ballast.

Moose Jaw— 1,000 track ties.

Saskatoon— 1,000 track ties. 78 switch ties.

Calgary— 1,100 track ties. 57 switch ties.

1,320 ft. heavy steel rail.

EQUIPMENT

Major replacements of and repairs to equipment were made as follows:—

Port Arthur.—Complete leg chain drive replaced. Conveyor stands and rolls replaced. One conveyor belt replaced. Extensive repairs to spouting.

Saskatoon.—Repairs to cleaning machines and scales. Steel wire cables replaced.

Calgary.—Repairs to spouting, cyclones, chain drives and cleaning machines.

Three new cleaning machines installed.

STAFF

Staffs at all points were maintained at the minimum of requirements.

Three employees were retired on account of age, one position being abolished, one filled by temporary appointment, and one filled by transfer from another permanent position which was abolished.

Four former temporary employees were given permanent status, entailing no additions to staffs.

RESULTS OF OPERATION

The three extraordinary items mentioned under the heading "Repairs and Improvements", *viz.*, repairs to Prince Rupert elevator and new offices for the grain inspection department at Edmonton and Moose Jaw, amounting to approximately \$36,000, were included in operating expenditure, with the result that the total expenditure was \$5,135.64 in excess of revenue. Expenditures for the previous year were \$2,506.44 in excess of revenue. No provision was made in either of these years for depreciation of plant and equipment.

Respectfully submitted,

R. HETHERINGTON,

General Manager.

APPENDIX No. 9
REPORT OF GRAIN RESEARCH LABORATORY

December 31, 1936.

MR. J. RAYNER, Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement covering the activities of the Grain Research Laboratory during the year 1936:

PROTEIN STUDIES:

- (a) Survey of the protein content of the 1936 Western Canadian hard red spring wheat crop.
- (b) Survey of the protein content of the 1936 Western Canadian Amber Durum wheat crop.
- (c) Survey of the protein content of the 1936 Western Canadian barley crop.
- (d) Survey of the protein content of the 1935 and 1936 Western Canadian rye crops.
- (e) Protein content of hard red spring wheat cargoes shipped during the 1935-36 crop year.
- (f) Protein content of Western Canadian Amber Durum wheat cargoes shipped during the 1935-36 crop year.
- (g) Protein content of Western Canadian barley cargoes shipped during the 1935-36 crop year.
- (h) Protein contents of average samples of hard red spring wheat, Amber Durum wheat, barley, oats and rye, obtained from the different inspection offices during the 1935-36 crop year.
- (i) Protein content of unloads of hard red spring wheat, Amber Durum wheat, barley, oats and rye at terminal elevators—1935-36 crop year.

MILLING AND BAKING STUDIES:

- (a) The milling, baking and other quality characteristics of the 1936 Canadian hard red spring wheat crop.
- (b) The comparative quality of cargoes of hard red spring wheat of corresponding grade ex Vancouver and Fort William during the 1934-35 crop year.
- (c) The comparative quality of cargoes of hard red spring wheat of corresponding grade ex Vancouver, Churchill, Fort William and Montreal during the 1935-36 shipping season.
- (d) The quality of Garnet wheat as compared with the northern grades ex the Port of Vancouver.
- (e) The effect of storage on grade and quality of "bronze-coloured" Reward wheat.

- (f) The comparative quality of flours from corresponding wheats milled on an Allis-Chalmers experimental mill and a Brabander automatic experimental mill.
- (g) The effect on loaf volume of proving doughs to a definite height as compared with for a fixed time.
- (h) The effect of admixtures of Garnet on the baking strength of northern grade wheat.

DURUM WHEAT STUDIES:

- (a) Experimental Durum milling and macaroni making technique.
- (b) Quality characteristics of the 1936 western Canadian Amber Durum wheat crop.
- (c) The relative macaroni making quality of a number of Durum wheat varieties.
- (d) The relative loss in pigment content of Durum wheat, semolina and spaghetti stored under various conditions.
- (e) A comparative study of spectrophotometric and colorimetric methods for evaluating the colour of cereal products.
- (f) A comparative study of the utility of various commercially available organic solvents for the determination of wheat and flour pigments.

STUDIES OF OLEAGENOUS SEEDS:

(a) Flaxseed—

1. The relation between refractive index and iodine value of linseed oil.
2. The effect of harvesting at different stages of maturity on the quality of flaxseed.
3. Survey of the oil content and iodine value of Western Canadian flaxseed—1936 crop.
4. Oil content and iodine value of commercial shipments of U.S. and Argentine flaxseed.

(b) Miscellaneous Oil Seed—

1. Sunflower.
2. Safflower.
3. False flax.

MISCELLANEOUS INVESTIGATIONS:

- (a) Proximate feeding stuff analyses of Western Canadian barley, oats and rye.
- (b) Proximate feeding stuff analyses of Ontario, Argentine, South African and Manitoba grown corn.
- (c) A comparative study of various methods for measuring flour "gassing-power".
- (d) The effect on flour strength of increasing the protein content by additions of dried gluten prepared from various world wheats.
- (e) Electrical moisture-meter investigations.

SUPERVISION OF MOISTURE TESTERS

CO-OPERATIVE STUDIES AND SERVICES:

- (a) National Research Council and Dominion Department of Agriculture.
- (b) Cereal Division, Experimental Farms Branch, Ottawa.
- (c) American Association of Cereal Chemists.
- (d) Association of Official Agricultural Chemists.
- (e) Kansas State College of Agriculture and Applied Science.
- (f) Bread Enquiry Commission.
- (g) Commercial Intelligence Service, Ottawa.
- (h) Canadian Flax Association of Winnipeg.
- (i) Canadian Wheat Board.
- (j) The Canadian National Millers Association.
- (k) Canadian Grain Trade and Producers.
- (l) Manitoba Wheat Pool.
- (m) University of Manitoba.
- (n) University of Saskatchewan.
- (o) University of British Columbia.
- (p) United States Department of Agriculture.
- (q) Dominion Rust Research Laboratory, Winnipeg.
- (r) Extension of Research Facilities to Universities.

REPORTS AND PUBLICATIONS:

- (a) Reports to the Board of Grain Commissioners.
- (b) Scientific papers released for publication.
- (c) Technical and miscellaneous reports.

The full report, summarizing the various projects listed above, is submitted herewith and it is recommended that, in accordance with the usual practice, it be published separately.

Yours respectfully,

W. F. GEDDES,
Chemist in Charge.

APPENDIX No. 10

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1935, TO AUGUST 31, 1936

(a) WINNIPEG—

Revenue—

Licence fees.....	\$	29,482 00
Registration fees.....	7,546 72	
Cancellation fees.....	8,563 40	
		16,110 12
Inspection fees.....	135,016 00	
Samples sold.....	3,972 50	
Cargo certificates split.....	136 80	
Refund express.....	1,571 50	
		140,696 80
Appeal fees.....		1,920 00
Weighing fees.....	17,573 00	
Condition reports.....	294 25	
		17,867 25

206,076 17

Expenditure—

Board and Executive Office—

Salaries—

Commission and secretary.....	34,304 34
Secretary's office.....	9,436 65
Licensing and bonding.....	10,082 50

Rents—

Executive office.....	3,672 00
Licensing and bonding.....	1,200 00

Travelling Expenses—

Grain Commission.....	3,136 82
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General Expenses—

Grain Commission.....	18,468 79
Licensing and bonding.....	417 32

Printing and Stationery—

Grain Commission.....	1,863 73
Licensing and bonding.....	1,025 21

Assistant Commissioner's Office—

Salaries.....	8,654 50
Rent.....	618 00
Travelling expenses.....	689 95
General expenses.....	131 34
Printing and stationery.....	1 20

93,702 35

Accounting Branch—

Salaries.....	6,752 75
General expenses.....	79 55
Printing and stationery.....	336 71

7,169 01

Grain Research Laboratory—

Salaries.....	29,162 63
Rent.....	8,898 00
Travelling expenses.....	459 87
General expenses.....	9,070 06
Printing and stationery.....	3,027 06

50,617 62

Registration Branch—

Salaries.....	13,361 75
Rent.....	1,572 00
Travelling expenses.....	137 60
General expenses.....	238 44
Printing and stationery.....	5 25

15,315 04

Inspection Branch—

Salaries.....	208,920 36
Rent.....	18,002 00
Travelling expenses.....	500 85
General expenses.....	8,298 60
Printing and stationery.....	3,696 18

239,417 99

Weighing Branch—

Salaries.....	36,803 43
Rent.....	1,590 00
Travelling expenses.....	1,044 50
General expenses.....	303 43
Printing and stationery.....	621 98

40,363 34

GRAIN COMMISSION

47

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR SEPTEMBER 1, 1935, TO AUGUST 31, 1936—Continued

(a) WINNIPEG—Con.			
Expenditure—Con.			
Grain Appeal Tribunal—			
Salaries.....	5,212 60		
Rent.....	420 00		
General expenses.....	1,373 14		
Printing and stationery.....	25 91		
		7,031 65	
Grain Standards Committee—			
Salaries.....			
Travelling expenses.....	1,403 70		
General expenses.....	3,969 77		
		5,373 47	
(b) CHURCHILL—			458,990 47
Revenue—			
Inspection fees.....	5,119 00		
Weighing fees.....	5,848 00		
		10,967 00	
Expenditure—			
Inspection Branch—			
Salaries.....	2,833 50		
Travelling expenses.....	2,064 10		
General expenses.....	23 27		
		4,920 87	
Weighing Branch—			
Salaries.....	2,564 64		
Travelling expenses.....	1,304 50		
General expenses.....	10 00		
		3,879 14	
(c) KEEWATIN—			8,800 01
Revenue—			
Inspection fees.....		2,459 36	
Weighing fees.....		4,674 00	
			7,133 36
Expenditure—			
Salaries, inspection.....		2,418 36	
Salaries, weighing.....		4,674 00	
General expenses.....		41 00	
			7,133 36
(d) KENORA—			
Revenue—			
Weighing fees.....		2,166 00	
			2,166 00
Expenditure—			
Salaries, weighing.....		2,082 49	
General expenses.....		12 00	
			2,094 49
(e) PORTAGE LA PRAIRIE—			
Revenue—			
Weighing fees.....		2,337 00	
			2,337 00
Expenditure—			
Salaries, weighing.....		2,337 00	
			2,337 00
(f) SASKATOON—			
Revenue—			
Inspection fees.....	5,571 60		
Samples sold.....	240 31		
		5,811 91	
Weighing fees.....		6,061 40	
			11,873 31
Expenditure—			
Assistant Commissioner's Office—			
Salaries.....	8,654 50		
Travelling expenses.....	869 80		
General expenses.....	127 29		
Printing and stationery.....	15 47		
		9,667 06	

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1935, TO AUGUST 31, 1936—*Continued*

(f) SASKATOON—*Con.**Expenditure—Con.*

Inspection Branch—			
Salaries.....	11,344	95	
Rent.....	907	00	
Travelling expenses.....	120	00	
General expenses.....	366	45	
Printing and stationery.....	1	25	
			12,739 65
Weighing Branch—			
Salaries.....			10,435 28
			32,841 99

(g) MOOSE JAW—

Revenue—

Inspection fees.....	7,235	70	
Samples sold.....	305	34	
			7,541 04
Weighing fees.....			7,312 70
			14,853 74

Expenditure—

Inspection Branch—			
Salaries.....	10,735	25	
Rent.....	900	00	
Travelling expenses.....	120	00	
General expenses.....	401	48	
Printing and stationery.....	260	51	
			12,417 24
Weighing Branch—			
Salaries.....			7,415 85
			19,833 09

(i) MEDICINE HAT—

Revenue—

Inspection fees.....	4,715	81	
Samples sold.....	192	75	
			4,908 56
Weighing fees.....			4,598 00
			9,506 56

Expenditure—

Inspection Branch—			
Salaries.....	4,506	72	
Rent.....	240	00	
General expenses.....	161	84	
			4,908 56
Weighing Branch—			
Salaries.....			4,598 00
			9,506 56

(j) LETHBRIDGE—

Revenue—

Inspection fees.....	1,124	00	
Samples sold.....	66	99	
			1,190 99
Weighing fees.....			1,104 80
			2,295 79

Expenditure—

Inspection Branch—			
Salaries.....	3,975	69	
General expenses.....	27	31	
Travel.....	46	60	
			4,049 60
Weighing Branch—			
Salaries.....	3,581	00	
General expenses.....	10	00	
Travel.....	25	45	
			3,616 45
			7,666 05

(k) SUPERIOR—

Revenue—

Inspection fees.....			108 00
----------------------	--	--	--------

Expenditure—

Salaries, inspection.....			2,592 46
---------------------------	--	--	----------

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1935, TO AUGUST 31, 1936—*Continued*

(l) CALGARY—

Revenue—

Inspection fees.....	29,398 30	
Samples sold.....	966 57	
Refund express.....	455 25	
		30,820 12
Weighing fees.....	9,744 88	
Appeal fees.....	2,553 00	
		12,297 88

43,118 00

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,490 95	
Rent.....	498 00	
Travelling expenses.....	474 36	
General expenses.....	213 56	
Printing and stationery.....	23 42	
		9,700 29

Inspection Branch—

Salaries.....	41,283 31	
Rent.....	1,851 00	
Travelling expenses.....	118 00	
General expenses.....	3,579 88	
Printing and stationery.....	403 29	
		47,235 48

Weighing Branch—

Salaries.....	17,537 35	
Travelling expenses.....	471 65	
General expenses.....	170 08	
Printing and stationery.....	39 18	
		18,218 26

Grain Appeal Tribunal—

Salaries.....	600 00	
Rent.....	355 00	
Travelling expenses.....	520 95	
General expenses.....	1,599 79	
Printing and stationery.....	35 09	
		3,110 83

78,264 86

(m) VICTORIA—

Revenue—

Inspection fees.....	
Weighing fees.....	

Expenditure—

Inspection Branch—

Salaries.....	712 50
---------------	--------

Weighing Branch—

Salaries.....	1,363 25
Travelling expenses.....	

2,075 75

(n) PRINCE RUPERT—

Revenue—

Inspection fees.....	2 90	
Samples sold.....	19 51	
		22 41
Weighing fees.....		645 90

668 31

Expenditure—

Inspection Branch—

Salaries.....	3,267 00	
General expenses.....	48 01	
		3,315 01

Weighing Branch—

Salaries.....	3,576 77	
Travelling expenses.....		
General expenses.....	10 90	
		3,587 67

6,902 68

(o) EDMONTON—

Revenue—

Inspection fees.....	20,855 50	
Samples sold.....	587 49	
Refund express.....	249 50	
		21,692 49
Weighing fees.....	5,971 00	
Appeal fees.....	2,238 00	
		8,209 00

29,901 49

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1935, TO AUGUST 31, 1936—*Continued*

(o) EDMONTON—*Con.**Expenditure—*

Inspection Branch—

Salaries.....	37,880 03	
Rent.....	3,779 00	
Travelling expenses.....	467 45	
General expenses.....	2,139 28	
Printing and stationery.....	877 81	
	<hr/>	45,143 57

Weighing Branch—

Salaries.....	8,720 05	
Travelling expenses.....	20 00	
General expenses.....	61 60	
Printing and stationery.....	1 80	
	<hr/>	8,803 45

Grain Appeal Tribunal—

Salaries.....	4,399 92	
Rent.....	510 00	
General expenses.....	1,537 05	
Printing and stationery.....	36 52	
	<hr/>	6,483 49

60,430 51

(p) VANCOUVER—

Revenue—

Inspection fees.....	63,634 70	
Samples sold.....	3,240 57	
Splits.....	30	
	<hr/>	66,875 57
Weighing fees.....		103,543 30
Registration fees.....	2,461 04	
Cancellation fees.....	2,499 80	
	<hr/>	4,960 84

175,379 71

Expenditure—

Inspection Branch—

Salaries.....	91,981 87	
Rent.....	4,359 00	
Travelling expenses.....	294 75	
General expenses.....	2,121 49	
Printing and stationery.....	1,305 00	
	<hr/>	100,062 11

Weighing Branch—

Salaries.....	72,414 42	
Rent.....	1,659 00	
Travelling expenses.....	136 15	
General expenses.....	741 56	
Printing and stationery.....	778 51	
	<hr/>	75,729 64

Registration Branch—

Salaries.....	5,234 50	
Rent.....	1,092 00	
Travelling expenses.....	128 70	
General expenses.....	208 48	
	<hr/>	6,663 68

182,455 43

(q) FORT WILLIAM—

Revenue—

Inspection fees.....	204,189 20	
Samples sold.....	5,598 76	
Splits.....	15 10	
	<hr/>	209,803 06
Weighing fees.....		330,945 20

540,748 26

Expenditure—

Inspection Branch—

Salaries.....	295,667 59	
Rent.....	12,434 88	
Travelling expenses.....	176 15	
General expenses.....	6,377 10	
Printing and stationery.....	1,547 24	
	<hr/>	316,202 96

Weighing Branch—

Salaries.....	242,096 19	
Rent.....	3,157 68	
Travelling expenses.....	670 53	
General expenses.....	2,014 40	
Printing and stationery.....	2,277 96	
	<hr/>	250,216 76

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1935, TO AUGUST 31, 1936—*Concluded*

(q) FORT WILLIAM—*Con.*

Assistant Commissioner's Office—

Salaries.....	8,425 25
Rent.....	837 00
Travelling expenses.....	210 49
General expenses.....	203 93
Printing and stationery.....	3 10

9,679 77

Statistical Branch—

Salaries.....	37,010 46
Rent.....	2,016 00
Travelling expenses.....	469 45
General expenses.....	2,064 94
Printing and Stationery.....	2,406 90

43,967 75

620,067 24

(r) TORONTO—

Revenue—

Inspection fees.....	2,690 89
Sampling fees.....	7 00
Samples sold.....	47 73
Splits.....	11 10

2,756 72

Appeal fees.....	3 00
------------------	------

2,759 72

Expenditure—

Inspection Branch—

Salaries.....	4,674 00
Rent.....	540 00
Travelling expenses.....	76 00
General expenses.....	438 27
Printing and stationery.....	26 60

5,754 87

(s) MONTREAL—

Revenue—

Inspection fees.....	1,685 97
Sampling fees.....	3,438 99
Samples sold.....	92 20
Splits.....	1,218 80
Sundries.....	7 00

6,442 96

Registration fees.....	1,980 81
Cancellation fees.....	2,351 80

4,332 61

Weighing fees.....	2 40
--------------------	------

10,777 97

Expenditure—

Inspection Branch—

Salaries.....	27,539 29
Rent.....	1,940 04
Travelling expenses.....	1,227 14
General expenses.....	719 79
Printing and stationery.....	456 53

31,882 79

Registration Branch—

Salaries.....	3,360 00
Rent.....	360 00
General expenses.....	241 83
Printing and stationery.....	61 22
Travel.....	122 60

4,145 65

Grain Appeal Tribunal—

Salaries.....	175 00
General expenses.....	5 00

180 00

36,208 44

(t) THE PAS—

Revenue—

Inspection fees.....	971 00
Samples sold.....	17 77

988 77

988 77

Expenditure—

Inspection Branch—Wages.....	79 91
------------------------------	-------

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	140,696 80	17,867 25	1,920 00	16,110 12	29,482 00					206,076 17
Churchill.....	5,119 00	5,848 00								10,967 00
Keewatin.....	2,418 36	4,715 00								7,133 36
Kenora.....		2,166 00								2,166 00
Portage la Prairie.....		2,337 00								2,337 00
Saskatoon.....	5,811 91	6,061 40								11,873 31
Moose Jaw.....	7,541 04	7,312 70								14,853 74
Medicine Hat.....	4,908 56	4,598 00								9,506 56
Lethbridge.....	1,190 99	1,104 80								2,295 79
Superior.....	108 00									108 00
Calgary.....	30,820 12	9,744 88	2,553 00							43,118 00
Prince Rupert.....	22 41	645 90								668 31
Edmonton.....	21,692 49	5,971 00	2,238 00							29,901 49
Vancouver.....	66,875 57	103,543 30		4,960 84						175,379 71
Fort William.....	209,803 06	330,945 20								540,748 26
The Pas.....	988 77									988 77
Toronto.....	2,756 72		3 00							2,759 72
Montreal.....	6,442 96	2 40		4,332 61						10,777 97
	507,196 76	502,862 83	6,714 00	25,403 57	29,482 00					1,071,659 16

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES--Concluded

EXPENDITURE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	239,417 99	40,363 34	7,031 65	15,315 04	93,702 35	.....	7,169 01	50,617 62	5,373 47	458,990 47
Churchill.....	4,920 87	3,879 14	.....	.....	.....	.....	.....	.....	.....	8,800 01
Keewatin.....	2,418 36	4,715 00	.....	.....	.....	.....	.....	.....	.....	7,133 36
Kenora.....	.....	2,094 49	.....	.....	.....	.....	.....	.....	.....	2,094 49
Portage la Prairie.....	.....	2,337 00	.....	.....	.....	.....	.....	.....	.....	2,337 00
Saskatoon.....	12,739 65	10,435 28	.....	.....	9,667 06	.....	.....	.....	.....	32,841 99
Moose Jaw.....	12,417 24	7,415 85	.....	.....	.....	.....	.....	.....	.....	19,833 09
Medicine Hat.....	4,908 56	4,598 00	.....	.....	.....	.....	.....	.....	.....	9,506 56
Lethbridge.....	4,049 60	3,616 45	.....	.....	.....	.....	.....	.....	.....	7,666 05
Superior.....	2,592 46	.....	.....	.....	.....	.....	.....	.....	.....	2,592 46
Calgary.....	47,235 48	18,218 26	3,110 83	.....	9,700 29	.....	.....	.....	.....	78,264 86
Victoria.....	712 50	1,363 25	.....	.....	.....	.....	.....	.....	.....	2,075 75
Prince Rupert.....	3,315 01	3,587 67	.....	.....	.....	.....	.....	.....	.....	6,902 68
Edmonton.....	45,143 57	8,803 45	6,483 49	.....	.....	.....	.....	.....	.....	60,430 51
Vancouver.....	100,062 11	75,729 64	.....	.....	.....	.....	.....	.....	.....	182,455 43
Fort William.....	316,202 96	250,216 76	.....	.....	9,679 77	43,967 75	.....	.....	.....	620,067 24
Toronto.....	5,754 87	.....	.....	.....	.....	.....	.....	.....	.....	5,754 87
Montreal.....	31,882 79	.....	180 00	4,145 65	.....	.....	.....	.....	.....	36,208 44
The Pas.....	79 91	.....	.....	.....	.....	.....	.....	.....	.....	79 91
	833,853 93	437,373 58	16,805 97	26,124 37	122,749 47	43,967 75	7,169 01	50,617 62	5,373 47	1,544,035 17

Total Expenditure.....	\$ 1,544,035 17
Total Revenue.....	1,071,659 16
Net Deficit.....	\$ 472,376 01

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fees.....	484,736 93	502,568 58	6,714 00	25,403 57	29,482 00					1,048,905 08
Sampling.....	3,445 99									3,445 99
Express charges.....	2,276 25									2,276 25
Cargo splits.....	1,382 10									1,382 10
Samples sold.....	15,348 49									15,348 49
Condition reports.....	7 00	294 25								294 25
Sundries.....										7 00
	507,196 76	502,862 83	6,714 00	25,403 57	29,482 00					1,071,659 16

EXPENDITURE

Salaries.....	750,412 79	420,199 72	10,387 52	21,956 25	88,048 69	37,010 46	6,752 75	29,162 63		1,363,930 81
Rents.....	44,952 92	6,406 68	1,285 00	3,024 00	6,825 00	2,016 00		8,898 00		73,407 60
Expenses.....	29,913 81	7,047 75	5,035 93	1,077 65	9,548 32	2,534 39	79 55	9,529 93	5,373 47	70,140 80
Printing and Stationery.....	8,574 41	3,719 43	97 52	66 47	2,932 13	2,406 90	336 71	3,027 06		21,160 63
Special Exp.—Garnet wheat.					15,395 33					15,395 33
	833,853 93	437,373 58	16,805 97	26,124 37	122,749 47	43,967 75	7,169 01	50,617 62	5,363 47	1,544,035 17

Net Deficit.....\$ 472,376 01

APPENDIX No. 11

REGULATIONS OF THE BOARD

The Regulations of the Board in effect at 31st December, 1936, are as follows:

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- “ 4. Inspection of Samples taken other than at an Inspection Point.
- “ 8. Inspection and Grading of Grain after Treatment.
- “ 11. Procedure for Appeals from Inspection Officers to Grain Appeal Tribunals as amended.
- “ 14. Construction of Elevators.
- “ 21. Cleaning Grain and Bins.
- “ 22. Fees as amended.
- “ 23. Form of Terminal Warehouse Receipt.
- “ 35. Registration and Cancellation of Transfer and Eastern Warehouse Receipts.
- “ 36. Delivery of Grain to Ocean vessels at Montreal.
- “ 37. Maximum Charges and Shrinkage Allowance—Country Elevators.
- “ 38. Maximum Tariff of Charges, Terminal Elevators at Fort William-Port Arthur as amended.
- “ 39. Maximum Tariff of Charges, Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge as amended.
- “ 40. Maximum Tariff of Charges, Terminal Elevators west of Calgary, Alberta, as amended.
- “ 41. Maximum Tariff of Charges, Churchill Terminal Elevator as amended.
- “ 42. Maximum Tariff of Charges for handling grain at Eastern Elevators.
- “ 43. Procedure—Country Elevators.
- “ 44. Drying of Grain.
- “ 45. Records, Reports and Returns.
- “ 46. Receipt for grain delivered to Private Country Elevators and Mill Elevators.
- “ 47. Inspection of grain at The Pas, Manitoba.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. W. D. EULER, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1936



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1937

Price, 25 cents

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DEPARTMENT OF TRADE AND COMMERCE
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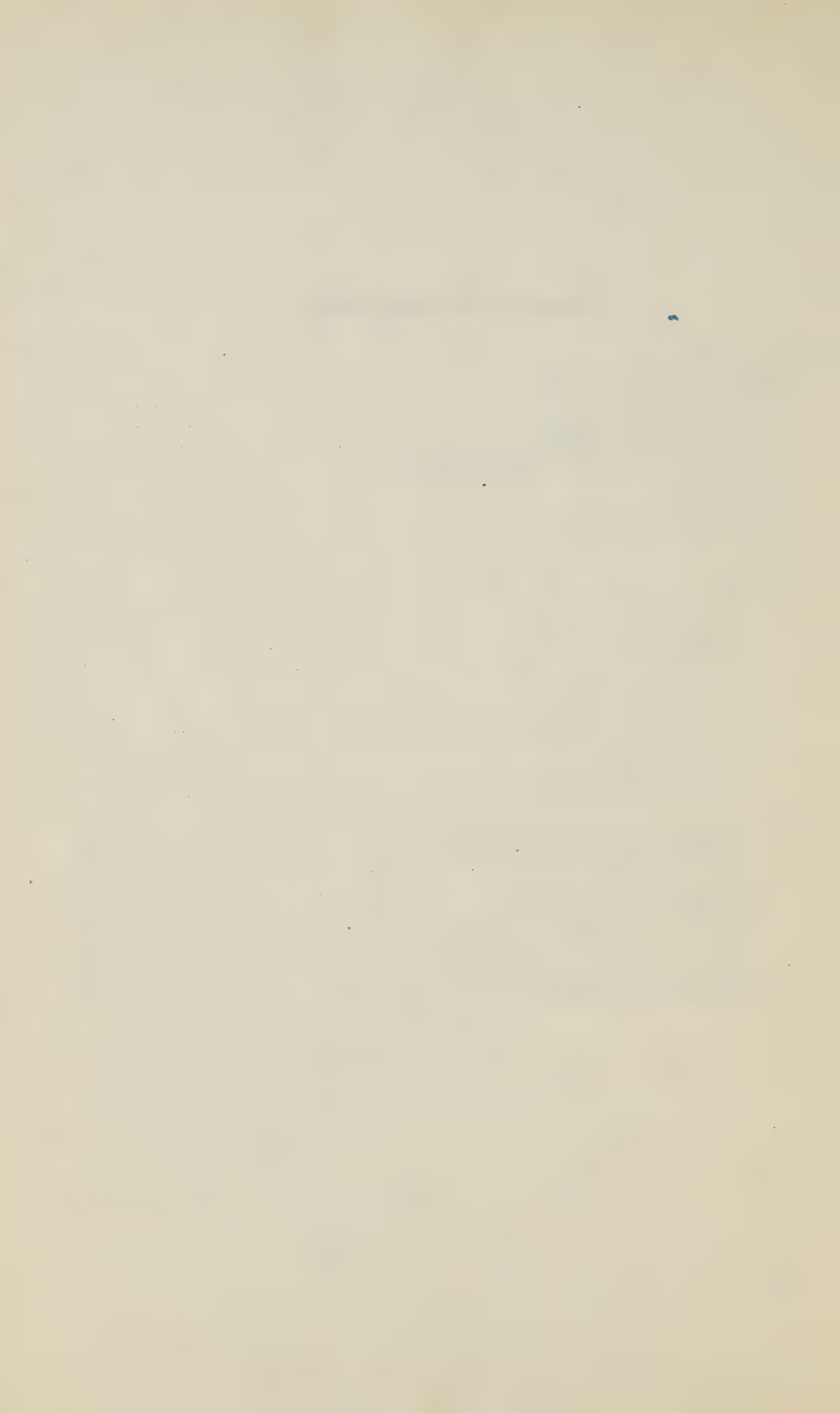
1937



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1938

TABLE OF CONTENTS

REPORT OF BOARD—	PAGE
Royal Grain Inquiry Commission.....	5
Thatcher and Coronation Wheats.....	5
Canadian Government Elevators.....	5
Committees on Grain Standards.....	6
Audit—Public and Semi-public Terminal Elevators.....	6
Wheat Bonus.....	6
Tariff Meetings.....	6
Country Elevator Overages.....	6
Expenditures and Revenues.....	6
 APPENDICES—	
No. 1 Report of Secretary.....	7
(a) Complaints.....	7
(b) Prosecutions.....	8
(c) Defaults.....	8
(d) Cars out of Turn.....	8
(e) Licences issued 1936-37.....	8
(f) Licences issued during past 18 years and 1917, 1915 and 1911	10
(g) Grain Loading Platforms.....	11
(h) Report of Statistician.....	11
(i) Annual Weigh-up Terminal Elevators.....	22
 No. 2 Personnel—Committees on Grain Standards.....	 25
3 Personnel—Grain Appeal Tribunals.....	26
4 Report of Registrar.....	27
5 Report of Chief Grain Inspector.....	28
6 Report of Chief Weighmaster.....	37
7 Report of General Manager, Canadian Government Elevators.....	41
8 Report of Grain Research Laboratory.....	43
9 Report of Revenue and Expenditure.....	45
10 Regulations of the Board.....	54



REPORT OF THE BOARD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

WINNIPEG, MAN., January 18, 1938.

Hon. W. D. EULER, M.P.,
Minister of Trade and Commerce,
Ottawa.

SIR,—We beg to present herewith the Annual Report of the Board of Grain Commissioners for Canada for the year 1937, in conformity with section 23 of the Canada Grain Act, 1930.

GENERAL CONDITIONS

During the past year the great bulk of accumulated carryovers has been dispersed. It is gratifying to note that this large quantity of wheat was shipped in good condition and without any more than ordinary difficulties as to grade.

ROYAL GRAIN INQUIRY COMMISSION

The Board endeavoured to give every assistance to facilitate the inquiry of the Royal Grain Inquiry Commission under the Hon. Mr. Justice Turgeon. They submitted a memorandum dealing with certain charges of mixing in terminal elevators and also a memorandum on the protein grading of wheat, which latter was supported by a presentation of the results of investigations conducted over a number of years by the Board's Laboratory.

THATCHER AND CORONATION WHEATS

A similar experiment to that carried out with Garnet wheat was initiated during the past year in order to establish beyond question, as far as possible, the values of the new rust-resistant wheats, Thatcher and Coronation, in European markets. This work is being done in conjunction with the Canadian Wheat Board but the results are not yet available for comment. In this connection it is pointed out that Thatcher wheat has been accepted as being "equal to Marquis" in milling qualities by the Associate Committee on Grain Research of the National Research Council and the Department of Agriculture. Coronation, however, has not. The fate of Coronation for grading purposes will depend largely upon the outcome of this experiment.

The extent of this experiment amounted to 24,000 bushels of Thatcher wheat composed of eight thousand bushels each of 1 Northern Manitoba, 2 Northern Manitoba and 3 Northern Manitoba, and twenty-four thousand bushels of Coronation wheat. These shipments were accumulated from field deliveries, were segregated with great care and shipped overseas to the three largest millers who signified their desire to co-operate in this connection. The Board's chief cereal chemist, Dr. W. F. Geddes, was sent over to co-operate with the millers and to observe the results on our behalf.

CANADIAN GOVERNMENT ELEVATORS

The Moose Jaw and Saskatoon elevators were closed for the greater part of the year. The Moose Jaw elevator, however, was reopened for the use of the Canadian Wheat Board in their accumulation of seed grain for the drought area. Outside of this operation nothing has occurred which would justify the reopening of these elevators. The other elevators had a very small handling due to the short crop and the disposal of the surplus. The Port Arthur elevator is still under lease to McCabe Brothers Grain Company.

COMMITTEES ON GRAIN STANDARDS

Committees on Grain Standards for the crop year 1937-38 were constituted by the Board in accordance with section 25 of the Canada Grain Act, 1930.

The Western Committee was convened at Winnipeg on October 6, 1937, and the Eastern Committee was convened at Toronto on September 9 and November 17, 1937, and at Montreal on August 11, 1937.

AUDIT OF GRAIN HANDLED BY PUBLIC AND SEMI-PUBLIC TERMINAL ELEVATORS

The regular annual audit of the public and semi-public terminal elevators has been carried out. No excess overages were found.

WHEAT BONUS

A further sum of \$49.95 during the past year was paid out on the 1931 wheat bonus. Outstanding certificates still remain to the amount of \$8,482.48.

TARIFF MEETINGS

The usual public hearings to hear representations in the matter of tariffs of elevator charges for the crop year 1937-38 were held by the Board in July and August at Winnipeg, Vancouver and Toronto.

COUNTRY ELEVATOR OVERAGES

The Board's policy of checking closely all country elevator operators has been continued during the year under review and after discussions with certain licensees a number of operators were warned that continued accumulation of excessive overages would lead to the Board's refusal to license elevators at which they were employed.

EXPENDITURES AND REVENUES

Total expenditure for the fiscal year 1936-37 was \$1,738,584.86 as compared with \$1,848,250.96 for the previous fiscal year. Revenue for the fiscal year 1936-37 was \$1,259,595.77 as compared with \$1,281,223.84 for the previous fiscal year, a decrease of \$21,628.07.

For the first nine months of the current fiscal year the total expenditures despite the granting of statutory salary increases and the restoration of salaries to statutory rates is approximately \$28,000.00 less than for the corresponding period during the previous fiscal year. But owing to the very small crop harvested in Western Canada in 1937 and the shipment of the bulk of the surplus in the fall of 1936, revenues during this period amounted to only \$656,360.21 as compared with \$1,145,248.06 in the same period during the fiscal year 1936-37.

GENERAL

On the whole the operations of our organization have run smoothly this year, no exceptional difficulties having been encountered. The reorganization of the staff was finally completed and the changes approved are now being put into effect. It is expected that this will have a good effect on the organization as a whole and will be the means of effecting considerable economies.

Reports of the various departments of the Board are attached hereto as appendices for your information.

Respectfully submitted,

E. B. RAMSAY,
Chief Commissioner.

D. A. MACGIBBON,
Commissioner.

C. M. HAMILTON,
Commissioner.

APPENDIX No. 1

REPORT OF SECRETARY

WINNIPEG, MAN., January 6, 1938.

The Chief Commissioner,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

DEAR SIR,—I have the honour to submit the following memoranda summarizing different matters handled in the Executive Offices of the Board during the Year 1937.

- (a) Complaints
- (b) Prosecutions
- (c) Defaults
- (d) Cars Out of Turn
- (e) Licences Issued, Crop Year 1936-37
- (f) Licences issued during past 18 years and 1917, 1915 and 1911
- (g) Grain Loading Platforms
- (h) Report of Statistician
- (i) Annual Weigh-over, Terminal Elevators.

Yours truly,

J. RAYNER,
Secretary.

(a) COMPLAINTS

COUNTRY COMPLAINTS

During the year ended 31st December, 1937, there were investigated by the Board, in addition to the four (4) complaints outstanding at the 31st December, 1936, sixty-eight (68) complaints regarding the handling of grain at country elevators, shipments to terminal elevators, the operations of licensees and the operations of parties dealing in grain but not licensed under the Canada Grain Act as follows:—

Manitoba.....	20
Saskatchewan.....	10
Alberta.....	38
	<hr/> 68

Summary of disposition of country complaints:—

No grounds for complaint.....	25
Complaint withdrawn.....	6
Settlement effected between parties.....	27
Outside jurisdiction of Board.....	5
Settlement ordered.....	2
Defendants prosecuted.....	1
Not yet disposed of.....	6
	<hr/> 72

MISCELLANEOUS COMPLAINTS

Six (6) complaints in respect to the handling of grain in the Eastern Division were received during the year under review. These were disposed of as follows:—

No grounds for complaint.....	2
Settlement between parties effected.....	3
Not yet disposed of.....	1
	<hr/>
	6
	<hr/>

EXPORT SHIPMENTS

During the Year 1937 six (6) complaints in respect to shortages and ten (10) in respect to quality of grain were received from overseas, and were investigated by the Board. These, together with the two (2) complaints outstanding at 31st December, 1936, were disposed of as follows:—

Compensation paid by Board in respect to quality of grain.....	2
Complaints <i>re</i> quality of grain not upheld.....	6
Complaints <i>re</i> shortage of weight not upheld.....	3
Complaints withdrawn.....	1
Complaints outside jurisdiction of Board.....	1
Complaints not yet disposed of.....	5
	<hr/>
	18
	<hr/>

(b) PROSECUTIONS

During the year 1937 the Board instituted proceedings in the Civil Courts in one case of a breach of the provisions of the Canada Grain Act. The defendant was convicted and fined \$25.00 under Section 149 of the said Act.

(c) DEFAULTS

There were no cases of default by licensees during the Year 1937.

(d) CARS OUT OF TURN

During the year 1937 it was not necessary for the Board to order any cars out of turn under the provisions of Section 68 of the Canada Grain Act.

(e) SUMMARY OF LICENSING AND BONDING FOR THE SEASON 1936-37

During the season which commenced on the 1st September, 1936 and ended on the 31st August, 1937, one hundred and fifty-nine (159) firms and individuals applied for licences as required by the provisions of The Canada Grain Act.

Five thousand, four hundred and ninety-nine (5,499) applications for licences were received and five thousand, four hundred and seventy-two (5,472) licences were issued. Fifteen (15) licences were transferred and twelve (12) applications were withdrawn for various reasons.

APPLICATIONS RECEIVED AND LICENCES ISSUED

Kind	Applications		Licences	
	Received	Withdrawn	Issued	Transferred
Track Buyers.....	40	0	40	0
Commission Merchants.....	49	1	48	0
Grain Dealers.....	19	2	17	0
Public Terminal Elevators.....	6	0	6	0
Semi-Public Terminal Elevators.....	33	0	33	0
Private Terminal Elevators.....	39	0	39	0
Eastern Elevators.....	29	0	29	0
Mill Elevators.....	16	1	15	0
Private Country Elevators.....	11	0	11	0
Public Country Elevators.....	5,257	8	5,234	15
	5,499	12	5,472	15

The following licences, which were issued at the commencement of the season to the undernoted firms, were cancelled by order of the Board on the dates shown:—

Public Country Elevator Licence No. 94.—Radisson Milling Company; elevator at Radisson, Saskatchewan; company ceased operations as Public warehousemen; cancelled 1st December, 1936.

Semi-Public Terminal Elevator Licence No. 27.—United Grain Growers Terminals Limited; elevator at Vancouver, British Columbia; company closed this elevator for balance of season; cancelled 8th March, 1937.

Semi-Public Terminal Elevator Licence No. 6.—Eastern Terminal Elevator Co. Ltd.; elevator at North Transcona, Manitoba; changed nature of operations to Private Terminal warehousemen; cancelled 1st August, 1937.

Private Country Elevator Licence No. P. 26.—Gretna Milling Company; elevator at Gretna, Manitoba; changed nature of operations to Public Country warehousemen; cancelled 4th August, 1937.

Licence fees collected amounted to \$29,575; of this amount \$60 was refunded to applicants who withdrew their applications for licences.

Surety bonds amounting to \$24,543,261.50 were executed by ten (10) of the approved surety companies and were deposited with the Board as security covering the operations of the licensees; in addition two (2) licensees deposited negotiable Government bonds with a par value of \$12,000 in lieu of furnishing the usual forms of Surety bonds.

(f) STATEMENT SHOWING NUMBER AND KIND OF LICENCES ISSUED DURING THE SEASONS
1911-12; 1915-16; 1917-18 and 1919-20 to 1936-37

(Licence year commences 1st of September)

Kind	1936- 1937	1935- 1936	1934- 1935	1933- 1934	1932- 1933	1931- 1932	1930- 1931	1929- 1930	1928- 1929	1927- 1928	1926- 1927	1925- 1926	1924- 1925	1923- 1924	1922- 1923	1921- 1922	1920- 1921	1919- 1920	1917- 1918	1915- 1916	1911- 1912
Public Country Elevators..	5,234	5,528	5,302	5,504	5,661	5,145	5,500	5,082	5,153	4,540	4,314	4,236	4,074	4,054	3,828	3,668	3,704	3,146	3,577	3,013	1,972
Private Country Elevators.	11	12	13	14	9	12	385	398	309	156	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Public Terminal Elevators.	6	6	7	7	9	10	8	11	10	11	14	21	11	9	12	11	12	17	17	13	.....
Semi-Public Terminal El..	33	38	39	38	39	32	35	(formerly licensed as Private Elevators)													
Private Terminal Elevators	39	36	37	37	38	37	40	*76	*80	*80	*67	*64	*63	*60	*32	*29	*25	*17	*20	*19	**34
Eastern Elevators.....	29	31	31	30	29	28	29	†20	†20	†18	†17	†17	†11	†10	†10	†13	†11	†16	†18	†18	.....
Mill Elevators.....	15	19	19	21	22	26	25	†27	†18	†16	†10	†10	†12	†11	†9	†14	.....	.....	.....	.....	.....
Elevator Space.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	3	3	2	2	2	.....	.....	.....	7	10	58
Track Buyers.....	40	41	46	51	64	57	48	62	82	84	88	95	104	109	113	132	143	131	156	195	123
Commission Merchants....	48	51	56	61	63	64	57	71	90	92	95	94	94	102	100	110	117	114	126	111	84
Grain Dealers.....	17	24	25	20	15	75	3	3	2	3	3	3	3	4	6	3	2	.....	.....	.....	.....
Total number issued.....	5,472	5,786	5,575	5,783	5,949	5,486	6,130	5,751	5,765	5,001	4,646	4,543	4,374	4,361	4,112	3,980	4,014	3,441	3,921	3,379	2,271

*Licensed as Private Elevators. † Licensed as Public Elevators. ‡ Licensed as Manufacturing Elevators. ** Licensed as Terminal Elevators.

(g) GRAIN LOADING PLATFORMS

During the year 1937 two (2) applications were made to the Board under the provisions of Section 60 of the Canada Grain Act, for the erection of loading platforms, and after investigation the Board required the railroad companies concerned to comply with these applications.

SUMMARIZED STATEMENT OF GRAIN LOADING PLATFORMS IN WESTERN CANADA

Province	Number of Platforms	Car Capacity
Manitoba.....	618	1,699
Saskatchewan.....	1,293	3,024
Alberta.....	733	1,516
British Columbia.....	35	66
Ontario.....	10	21
Total as at 31st December, 1937.....	2,689	6,326

(h) ANNUAL REPORT OF STATISTICIAN

J. RAYNER, Esq., Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I beg to submit the following report for the Crop Year 1936-37.

Reference was made in my report for the Crop Year 1935-36 to new work having been undertaken as the outcome of resolutions passed at the conference on agricultural statistics held at Ottawa in March, 1936, and which provided for making available to the grain trade and officers of the Government more complete and accurate data regarding the final disposition of exports overseas of Canadian grain. During the past year the services of Canadian Trade Commissioners at additional European ports have been enlisted, along with the hearty co-operation of agencies interested in the handling and disposal of the grain, so that returns received can now be regarded as covering the European ports very satisfactorily. Through the courtesy of the New York Produce Exchange and the Commercial Exchange of Philadelphia in supplying to this office weekly lists of cargoes of Canadian grain loaded, it is possible to include exports of Canadian grain via United States Atlantic seaboard ports in the details forwarded to the Trade Commissioners, with the result that, for the first time, exports via these ports can be included in the statements of distribution by countries of final consumption.

In presenting a statement of final destinations of export clearances of Canadian grain during the crop year 1936-37 which is more complete and accurate than any heretofore, full credit is given to the Canadian Trade Commissioners, to agencies from whom details of unloading and distribution were obtained and to Mr. James McAnsh, representing the Board in London, for the valuable services which were essential to a successful issue of the work.

Commencing with the 1937 season of navigation, details of export entries of Canadian grain from Canadian ports were supplied by the Customs Division of the National Revenue Branch in order that final disposition could be compared with destinations submitted when entries are made and any variations reported to the Customs Division. With the exception of 5 vessels, reports for which were not then to hand, amended destinations of cargoes shipped from Canadian seaboard ports to the end of July have been forwarded to the Customs Division.

The checking of those shipments forwarded via the U.S.A. Atlantic seaboard cannot be effected until the data identifying the final export shipment with the original loading from Fort William-Port Arthur to U.S.A. lake ports can be obtained. A further appeal has been made for this and every consideration has been promised.

In October of last year arrangements were completed by the Winnipeg Grain Exchange for the discontinuance of the weekly visible supply statement after more than 40 years of publication and the substitution therefor of the statement prepared by this office. On our part two principal difficulties had to be met, arising from the desire of Winnipeg and New York exchanges to receive the totals on Monday of each week, where as formerly these could not be made available until Tuesday afternoons following receipt from Washington of the stocks in U.S.A. positions. A reciprocal arrangement was effected with the New York Produce Exchange by which an exchange of figures is made on Mondays, thus expediting completion of the essential totals. The handicap occasioned by the fact that this office is located in Fort William was met by an arrangement between the Winnipeg Grain Exchange and the telegraph companies to transmit the statement in its entirety. Similar arrangements were necessary in order to satisfy the varied requirements of the Chicago Board of Trade, the press and a number of firms, each of whom desired to receive portions of the statement by telegraph.

TRANSPORTATION

A record movement of ore between U.S.A. ports on the Great Lakes in 1937 and a continuance of the inward movement via Canadian St. Lawrence ports of large quantities of foreign grain imported by the U.S.A. through Chicago and Buffalo, assured lake vessels of a steady volume of traffic early in the season. An abundant harvest of grain in the U.S.A. later reversed the position as regards the carriage of grain and Canadian elevators and vessels enjoyed the handling of a substantial proportion of the exports of United States grain between lower lake and St. Lawrence river ports. Among unusual features was the return from Chicago to Montreal for export overseas of a cargo of South African corn which had been imported by the U.S.A. via St. Lawrence ports and transshipped to Chicago earlier in the year.

The movement of Canadian grain was small, particularly following the unusually light harvest of grain in Western Canada. Freight rates during the spring and summer months ranged from 3½c. in May down to 3c. in August for shipments from Fort William-Port Arthur to Montreal, Sorel, Three Rivers and Quebec. For September and October a 5c. rate was fairly well maintained, but the paucity of grain to be shipped brought about weakness and rates fell gradually to 4¼c. To Buffalo the rate was well maintained at 2c. until the last few days of the season when the usual seasonal advance occurred. A large proportion of Buffalo shipments was carried in Canadian vessels.

Weighted monthly averages of rates per bushel charged for wheat shipments to Montreal, Sorel, Three Rivers and Quebec for May through November follow—

—	May	June	July	Aug.	Sept.	Oct.	Nov.
To Montreal—All routes.....	3.498	3.205	2.839	2.925	4.659	4.858	4.331
Sorel—All routes.....		3.	2.874		4.978	5.	5.
Three Rivers—All routes.....	3.5					5.	
Quebec—All routes.....				3.	4.826		

On the ocean the heavy movement of commodities in all parts of the world created a steady increase in the demand for vessel space and towards the end of the season rates rose to high levels. The peak was reached in November when

the crop prospects in Argentina indicated a much smaller volume of tonnage would be needed to handle the exportable surplus of grain.

From Montreal berth parcel rates on grain opened at 2/9 to 3/- per quarter to British ports. The scarcity of tonnage becoming apparent in August rates advanced steadily, and by October rates as high as 5/3 per quarter to London and Liverpool and in November 5/6 to Leith and 5/7½ to Glasgow were reported paid. For full cargoes the minimum rate of 2/6 per quarter, London-Antwerp basis, was established in January and rates from Montreal advanced but little through July to 3/- to 3/3 per quarter. In August rates advanced to 3/9 and by late September 4/6 to 5/- was reported paid for October shipments. By the last half of November the rate had fallen to 4/6 for 2 vessels to come out from Britain in ballast for full cargoes from Montreal—the first time in several years rates have been high enough to justify this—and 3/6 for 3 cargoes to load at Halifax and St. John in December. On shipments from Vancouver the rate at the commencement of 1937 was 30/- to 30/6 per ton to British ports and 26/6 to Antwerp-Rotterdam, but with prospects of an early settlement of the long-shoremen's strike owners were not offering tonnage, hoping to obtain better rates. Actually the rates fell to lower levels following the settlement early in February, ranging between 25/- to 27/6 from mid-January to early June, when bookings practically ceased until the end of August. The sharp advance in rates forced such high levels that shipments via Vancouver were not on a competitive basis with those via the St. Lawrence route. Chartering of tonnage was very light in consequence at rates of 37/6 to 40/- in September, 41/6 down to 37/6 in October and 37/- down to 35/- in November. On the 7th December the conference minimum was reported reduced to 30/-, thus placing Vancouver on a competitive basis.

During the crop year 571,371 bushels of wheat were shipped from Fort William-Port Arthur in 11 small Norwegian steamers direct to Britain, Denmark and Finland, one vessel calling 3 times, another twice.

PORT CHURCHILL

Exports of wheat via this port were larger in 1936 than in any previous year. 14 vessels were loaded with 4,293,501 bushels, as compared with 2,407,000 bushels in 8 vessels in 1935-36. Another steamer, the *Avon River*, was chartered to load, but was driven ashore during a terrific gale encountered whilst en route to Port Churchill in ballast.

OFFICIAL WEIGH-UP OF GRAIN IN ELEVATORS

Following the annual weighing of stocks of grain stored in public, semi-public and private terminal elevators in the Western Division, detailed statements of the overages and shortages, by grades, were prepared and submitted to the Board. In addition statements "B" showing the amounts of excess or deficiency in the first four statutory grades of wheat in semi-public terminal elevators and of each individual grade of grain in public terminal elevators were compiled in the manner prescribed by section 138, Canada Grain Act.

No excess due to the Crown was revealed by these calculations.

Summaries of the results of the weigh-up are appended.

GENERAL

In compliance with section 102, Canada Grain Act, certified copies of all insurance policies covering the value of grain in store in public and semi-public elevators were filed. These were carefully scrutinized to ensure their being in accordance with the Act. Values of grain in store in public and semi-public terminal elevators are calculated week by week and compared with the amount of insurance reported as in force to verify the amount as being sufficient. Values

of grain stored in public country elevators where specific policies are in effect are calculated regularly so that should the total insurance appear insufficient to fully cover the value of the grain licensees are immediately instructed to place additional insurance unless the increase has taken place in the interim.

As required under section 21, Canada Grain Act, copies of publications containing prices of grain at certain principal markets have been obtained and placed on file for reference. Permanent records of daily quotations for cash and futures prices at Winnipeg, Vancouver, Liverpool, and other principal markets are maintained and monthly averages of the daily quotations calculated.

Copies of charter confirmations covering lake shipments of grain from Fort William-Port Arthur were filed by shippers in accordance with the Inland Water Freight rates Act, 1923, as amended. These were carefully checked against official records of actual shipments and used in the compilation of weighted averages of freight rates charged for the carriage of grain via different routes, monthly, during the year.

The following statistics, compiled from returns received from the Inspection and Weighing Branches of the Board, from elevator licensees and from other official sources, indicate the amounts of grain handled by the different groups of elevators in the course of distribution between producer and consumer; and the amounts exported, consumed and remaining as carry-over at the close of the crop year, as compared with the total crop of the five principal grains harvested in Canada. Special statements are included showing the final disposition of Canadian grain exported overseas and details of grades exported via Canadian Seaboard ports.

CROP YEAR 1936-37 (ended 31st July)

—	Carry-over July 31, 1936	Total crop in Canada	Total disposed of during year	Carry-over July 31, 1937
	bush.	bush.	bush.	bush.
Wheat.....	127,362,598	229,218,000	319,729,898	36,850,700
Oats.....	40,304,697	271,778,000	293,803,889	18,278,808
Barley.....	10,216,369	71,922,000	77,294,620	4,843,749
Flaxseed.....	269,287	1,795,300	1,599,620	464,967
Rye.....	3,685,252	4,281,000	7,556,550	409,702

GRAIN CROPS OF THE PRAIRIE PROVINCES, 1936

—	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	28,000,000	20,400,000	18,990,000	415,000	950,000
Saskatchewan.....	117,000,000	65,462,000	16,627,000	1,240,000	1,489,000
Alberta.....	67,000,000	50,000,000	17,000,000	75,000	762,000
Total.....	212,000,000	135,862,000	52,617,000	1,730,000	3,201,000

PLATFORM LOADINGS AT COUNTRY POINTS IN WESTERN CANADA

—	Wheat	Other grains	Total
	bush.	bush.	bush.
Manitoba.....	1,952,591	1,084,637	3,037,228
Saskatchewan.....	758,151	322,506	1,080,657
Alberta.....	1,477,244	1,184,584	2,661,828
Total.....	4,187,986	2,591,727	6,779,713

TOTAL DELIVERIES AT COUNTRY ELEVATORS

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Manitoba.....	17,520,864	3,196,074	8,895,893	184,796	460,242
Saskatchewan.....	90,166,618	15,477,257	7,230,211	1,108,234	919,413
Alberta and British Columbia.....	51,581,203	10,366,069	5,392,404	59,769	239,541
Total.....	159,268,685	29,039,400	21,518,508	1,352,799	1,619,196

TOTAL GRAIN INSPECTED BY PROVINCES OF ORIGIN

Manitoba.....	20,675,500	1,852,000	8,119,800	178,000	462,300
Saskatchewan.....	104,925,250	12,758,000	8,444,280	1,081,700	1,587,220
Alberta.....	55,648,500	9,382,150	5,271,240	71,700	203,760
British Columbia.....	963,750	309,850	14,040	.....	2,620
Total.....	182,213,000	24,302,000	21,849,360	1,331,400	2,255,900

TOTAL NET HANDLINGS AT FORT WILLIAM-PORT ARTHUR

Receipts.....	124,144,520	9,589,766	18,583,038	993,063	2,280,890
Shipments.....	143,012,070	12,548,435	18,742,421	795,298	3,501,245

TOTAL NET HANDLINGS AT VANCOUVER-NEW WESTMINSTER

Receipts.....	28,773,425	1,306,788	92,396	1,226	28,020
Shipments.....	33,147,199	2,376,044	114,490	1,116	44,767

TOTAL NET HANDLINGS AT PRINCE RUPERT, B.C.

Receipts.....	447,670	2,410	.....	.....	.....
Shipments.....	562,646	19,412	.....	.....	.....

TOTAL NET HANDLINGS AT PORT CHURCHILL, HUDSON BAY

Receipts.....	2,426,721	2,621	.....	.....	.....
Shipments.....	4,293,501	62,051	.....	.....	.....

TOTAL NET HANDLINGS AT CANADIAN GOVERNMENT INTERIOR
TERMINAL ELEVATORS

Receipts—					
Calgary.....	17,463	93,504	288,193	.....	.....
Edmonton.....	57,918	168,751	21,937	.....	.....
Lethbridge.....	33,517	.....	.....	.....	.....
Moose Jaw.....	5,475	.....	.....	.....	.....
Saskatoon.....	12,083	5,974	419	.....	.....
Total.....	126,456	268,229	310,549	.....	.....
Shipments—					
Calgary.....	152,608	547,424	292,156	.....	.....
Edmonton.....	192,314	176,410	74,243	.....	.....
Lethbridge.....	186,146	72	.....	.....	.....
Moose Jaw.....	6,792	904	767	7	162
Saskatoon.....	13,768	6,930	525	23	.....
Total.....	551,628	731,740	367,691	30	162

TOTAL NET HANDLINGS AT CALGARY (SEMI-PUBLIC TERMINAL ELEVATOR)

	Wheat	Oats	Barley	Flaxseed	Rye
	bush.	bush.	bush.	bush.	bush.
Receipts.....	4,663	.....	.....	.....	.....
Shipments.....	131,762	.....	.....	.....	.....

TOTAL NET PRIMARY RECEIPTS AT INTERIOR PRIVATE TERMINAL AND MILL ELEVATORS

Receipts.....	30,996,400	7,897,176	5,508,331	454,476	92,723
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TOTAL HANDLINGS OF CANADIAN GRAIN AT DULUTH-SUPERIOR—(INCLUDING IMPORTS, DUTY-PAID, FROM FORT-WILLIAM-PORT ARTHUR)

Receipts.....	10,552,352	54,565	5,197,295	.....	99,924
Shipments	13,981,237	54,565	5,390,522	.....	99,924

TOTAL HANDLINGS OF GRAIN AT EASTERN ELEVATORS

	Receipts	Shipments
	bush.	bush.
Canadian wheat.....	161,828,565	178,492,948
Canadian oats.....	12,273,485	13,159,516
Canadian barley.....	6,247,592	6,724,438
Canadian flaxseed.....	586,734	586,734
Canadian rye.....	2,444,583	2,811,294
Canadian corn.....	151,280	194,196
Canadian buckwheat.....	109,964	106,275
Canadian mixed grain.....	13,579	11,173
United States wheat.....	288,528	176,603
United States oats.....	314,659	314,479
United States corn.....	508,374	700,603
United States rye.....	628,030	384,599
United States beans.....	.....	35,002
Danish barley.....	219,141	219,141
Polish barley.....	703,436	703,436
Indian flaxseed.....	673,875	673,875
Argentine flaxseed.....	4,388,813	4,298,661
Argentine corn.....	50,769,858	47,816,553
South African corn.....	7,453,017	7,190,698
Hungarian corn.....	212,002	212,002
Jugo Slavian corn.....	279,542	279,542
Roumanian corn.....	29,377	29,377

IMPORTS FOR CANADA AND U.S.A. OF FOREIGN GRAIN UNLOADED AT EASTERN ELEVATORS

	bush.		bush.
Danish barley.....	219,141	Argentine corn.....	40,014,615
Polish barley.....	609,748	South African corn.....	5,728,258
Indian flaxseed.....	584,674	Hungarian corn.....	145,208
Argentine flaxseed.....	3,857,909	Jugo Slavian corn.....	279,542
		Roumanian corn.....	29,377

IMPORTS OF FOREIGN GRAIN FOR CANADIAN DOMESTIC CONSUMPTION

Unloaded at Eastern Elevators		Unloaded at Canadian Pacific Seaboard Ports	
	bush.		bush.
United States wheat.....	8,051	United States wheat.....	79,123
United States corn.....	53,687	Argentine corn.....	1,863,808
Argentine flaxseed.....	938,520		
Argentine corn.....	12,965,413		
South African corn.....	3,457,625		

QUANTITIES OF CANADIAN GRAIN SHIPPED IN VESSELS FROM FORT WILLIAM-
PORT ARTHUR TO CANADIAN AND UNITED STATES PORTS DURING THE CROP
YEAR, ADJUSTED TO ALLOW FOR AMOUNTS RETURNED INTO CANADA FROM
U.S.A. LAKE PORTS.

	Wheat	Oats	Barley	Rye
	bush.	bush.	bush.	bush.
Total shipments—All ports.....	140,833,666	10,146,823	18,558,758	3,501,236
Shipped to Canadian ports.....	92,476,132	10,022,185	4,403,722	1,455,767
Shipped to U.S.A. ports.....	48,357,534	124,638	14,155,036	2,045,469
Returned from U.S. to Canadian ports.....	3,900,865			233,755
Net total to U.S.A. ports.....	44,456,669	124,638	14,155,036	1,811,714
Net total to Canadian ports.....	96,376,997	10,022,185	4,403,722	1,689,522

EXPORT CLEARANCES OF CANADIAN GRAIN TO OVERSEAS DESTINATIONS

Loaded at	Wheat	Oats	Barley	Rye	Buckwheat
	bush.	bush.	bush.	bush.	bush.
Vancouver-New Westminster.....	32,024,390	1,657,550	9,677		
Prince Rupert.....	562,613				
Port Churchill.....	4,293,501				
Fort William-Port Arthur.....	571,371				
Montreal.....	49,498,004	3,013,381	1,203,724	1,300,636	62,828
Sorel.....	15,473,814	76,044			
Three Rivers.....	7,013,793	147,882	16,657	256,553	
Quebec.....	2,482,573	23,737	76,079		
St. John.....	230,637				
West St. John.....	8,237,940	85,487	64,804	8,518	
Halifax.....	1,855,471				
Total—Canadian ports.....	122,244,107	5,004,081	1,370,941	1,565,707	62,828
New York.....	18,573,834		104,342	127,199	
Albany.....	4,784,231				
Philadelphia.....	284,000				
Total—U.S.A. ports.....	23,642,065		104,342	127,199	
Grand Total.....	145,886,172	5,004,081	1,475,283	1,692,906	62,828

IMPORTS INTO U.S.A. OF CANADIAN WHEAT—U.S.A. OFFICIAL FIGURES

	For home consumption duty-paid	For milling in bond	Total
	bush.	bush.	bush.
August, 1936.....	6,294,298	1,115,578	7,409,876
September.....	4,603,688	1,166,848	5,770,533
October.....	4,216,201	1,150,138	5,366,339
November.....	3,199,449	1,326,647	4,526,096
December.....	3,384,973	1,268,398	4,653,371
January, 1937.....	1,866,181	1,194,675	3,060,856
February.....	1,665,635	959,035	2,624,670
March.....	1,407,095	955,464	2,362,559
April.....	1,090,626	1,141,874	2,232,500
May.....	1,003,151	1,132,443	2,135,594
June.....	1,063,916	1,051,428	2,115,344
July.....	493,710	769,719	1,263,429
Total.....	30,288,923	13,232,247	43,521,170

GRADES OF CANADIAN GRAIN EXPORTED OVERSEAS VIA CANADIAN PORTS,
CROP YEAR 1936-37

	Via Canadian Pacific Seaboard Ports	Via St. Lawrence and Atlantic Seaboard Ports	Via Port Churchill and Fort William-Port Arthur (Direct)	Total
	bush.	bush.	bush.	bush.
<i>Wheat—</i>				
1 Manitoba Hard.....	1,822,717	1,136,870		2,959,587
1 Manitoba Northern.....	8,679,129	41,687,988	1,753,855	52,120,972
2 Manitoba Northern.....	4,055,730	9,138,568	1,569,052	14,763,350
3 Manitoba Northern.....	13,290,831	14,732,185	1,331,282	29,354,298
Old 2 Manitoba Northern.....		2,151,793		2,151,793
4 Manitoba Northern.....	3,229,181	9,620,320	210,683	13,060,184
Number 5.....	1,226,332	1,043,905		2,270,237
Number 6.....	118,335			118,335
Number 4 Special.....		573,365		573,365
Number 5 Special.....		12,000		12,000
Number 6 Special.....		105,859		105,859
Feed.....	72,000	719,170		791,170
1 C.W. Garnet.....		237,526		237,526
Others.....	92,748	523,628		616,376
1 C.W. Amber Durum.....		1,408,599		1,408,599
2 C.W. Amber Durum.....		1,514,685		1,514,685
3 C.W. Amber Durum.....		125,104		125,104
Others Durum.....		60,667		60,667
Total.....	32,587,003	84,792,232	4,864,872	122,244,107
<i>Oats—</i>				
1 C.W. White.....	1,529			1,529
2 C.W. White.....	85,961	131,730		217,691
3 C.W.....	38,036	352,568		390,604
Extra 1 Feed.....	9,882			9,882
1 Feed.....	584,724	1,132,823		1,717,547
2 Feed.....	185,009	371,114		556,123
Mixed Feed.....	649,969	1,301,540		1,951,509
Others.....	102,440	56,756		159,196
Total.....	1,657,550	3,346,531		5,004,081
<i>Barley—</i>				
3 Ex. C.W. Six-Row.....		327,710		327,710
3 C.W.....	4,039	933,788		937,827
4 C.W.....	5,638	16,667		22,305
5 C.W.....		83,099		83,099
Total.....	9,677	1,361,264		1,370,941
<i>Rye—</i>				
2 C.W.....		1,307,109		1,307,109
3 C.W.....		258,598		258,598
Total.....		1,565,707		1,565,707

SUMMARY OF DISTRIBUTION—BY COUNTRIES OF FINAL DESTINATION—OF CANADIAN GRAIN EXPORTED OVERSEAS DURING THE CROP YEAR 1936-37 (ended 31st July).

	Wheat	Oats	Barley	Rye	Buckwheat
	bush.	bush.	bush.	bush.	bush.
Great Britain and Northern Ireland.....	81,901,064	4,512,564	1,260,932	145,739	3,500
Irish Free State.....	4,507,684				
Austria.....	22,931				
Belgium.....	15,994,766		5,000		
Denmark.....	4,491,399				
Finland.....	1,117,132			50,714	
France.....	6,209,937				
Germany.....	3,533,402			1,261,240	
Greece.....	2,137,226				
Holland.....	6,864,450	272,638	199,674	234,038	59,328
Italy.....	4,887,132				
Malta.....	274,467				
Norway.....	3,806,611				
Spain.....	805,692				
Sweden.....	923,402				
Switzerland.....	2,347,092	89,368			
Algeria.....	604,110				
Morocco.....	1,813,870				
Portuguese East Africa.....	18,666				
South Africa.....	72,010				
Tunis.....	253,660				
China.....		47,751	3,646		
Federated Malay States.....		3,319	135		
Hawaii.....	10,268	4,412	5,896		
Japan.....	1,762,400	147			
Manila.....	750	2,294			
Palestine.....	7,466				
Straits Settlements.....		1,862			
Australia.....				1,175	
New Zealand.....	37,333				
Argentina.....	6,435				
British Guiana.....		588			
Colombia.....	565,107	3,038			
Central America.....	212,387				
Newfoundland.....		10,983			
West Indies.....	62,758	55,117			
In Store Holland.....	415,265				
Wrecked.....	219,300				
Total.....	145,886,172	5,004,081	1,475,283	1,692,906	62,828

Yours faithfully,

E. A. URSELL,
Statistician.

Fort William, Ont., 20th January, 1938.

DISTRIBUTION OF SHIPMENTS OF CANADIAN GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1936-37 (ENDED 31st JULY)

	Wheat	Oats	Barley	Flaxseed	Rye	Corn	Buckwheat	Mixed grain
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	pounds
<i>Exported Overseas—</i>								
From Montreal.....	49,498,004	3,013,381	1,203,724		1,300,636		62,828	
Sorel.....	15,473,814	76,044						
Quebec.....	2,482,573	23,737	76,079					
Three Rivers.....	7,013,793	147,882	16,657		256,553			
Halifax.....	1,855,471							
St. John.....	230,637							
West St. John.....	8,237,940	85,487	64,804		8,518			
Total.....	84,792,232	3,346,531	1,361,264		1,565,707		62,828	
<i>Shipped to U.S.A. Atlantic Seaboard Ports—(for Export)</i>								
From Port Colborne.....	55,000							
<i>Shipped to U.S.A. Domestic Points—</i>								
From Georgian Bay Ports.....	713,456		62,581			58,478		
Lower Lake Ports.....	588,665	35,010	825,170			2,557	5,050	
St. Lawrence Ports.....	426,544						2,500	
Total.....	1,728,665	35,010	887,751		56,728	61,035	7,550	
<i>Shipped to Canadian Domestic Points—</i>								
From Georgian Bay Ports.....	2,193,296	485,354	360,317			6,311		
Lower Lake Ports.....	979,289	1,442,916	481,519			75,244	6,611	
St. Lawrence Ports.....	706,372	1,692,765	691,268				22,939	172,750
Atlantic Seaboard Ports.....	2,460	4,142						
Total.....	3,881,417	3,625,177	1,533,104		104,210	81,555	29,550	172,750
<i>Shipped to Canadian Mills—</i>								
From Georgian Bay Ports.....	8,249,482	3,661,805	359,083	166,891	46,469	6,594		
Lower Lake Ports.....	8,022,165	617,425	915,261	38,525	131,573	27,331		26,390
St. Lawrence Ports.....	3,534,924	519,350	570,948	284,025	6,424	17,681	6,347	332,998
Atlantic Seaboard Ports.....	3,500	1,488						
Total.....	19,810,071	4,800,068	1,845,292	489,441	184,466	51,606	6,347	359,388
Grand total exported or moved into consumptive channels....	110,267,385	11,806,786	5,627,411	489,441	1,911,111	194,196	106,275	532,138

Fort William, Ontario.

DISTRIBUTION OF SHIPMENTS OF UNITED STATES GRAIN FROM EASTERN ELEVATORS, CROP YEAR 1936-37 (ENDED 31st JULY)

	United States Wheat	United States Oats	United States Rye	United States Corn	United States Beans
	bush.	bush.	bush.	bush.	bush.
<i>Exported Overseas—</i> From Montreal.....	120,379	.....	324,599	.....	35,002
<i>Shipped to U.S.A. Domestic Points—</i> From Georgian Bay Ports.....	.....	314,479	.....	646,916	.....
<i>Shipped to Canadian Domestic Points—</i> From Georgian Bay Ports.....	.....	.....	.....	92	.....
<i>Shipped to Canadian Mills—</i> From Georgian Bay Ports.....	.....	.....	.....	49,907	.....
Lower Lake Ports.....	8,051	.....	.....	3,688	.....
Total.....	8,051	.....	.....	53,595	.....
Grand Total exported or moved into consumptive channels.....	128,430	314,479	324,599	700,603	35,002

DISTRIBUTION OF SHIPMENTS OF FOREIGN GRAIN (OTHER THAN U.S.A. GRAIN) FROM EASTERN ELEVATORS, CROP YEAR 1936-37 (ENDED 31st JULY)

		Barley	Flaxseed	Corn
		bush.	bush.	bush.
<i>Exported to Newfoundland—</i> From Montreal.....	Argentine.....	.....	.....	946
<i>Shipped to U.S.A. Domestic Points—</i> From Atlantic Ports.....	South African.....	.....	.....	7,500
From St. Lawrence Ports.....	Argentine.....	.....	2,476,098	19,144,415
	South African.....	.....	.....	1,580,723
	Indian.....	.....	495,293	.....
	Polish.....	515,756	.....	.....
	Danish.....	219,141	.....	.....
	Hungarian.....	.....	.....	78,398
	Jugo-Slavian.....	.....	.....	279,542
	Rumanian.....	.....	.....	29,377
From Lower Lake Ports.....	Argentine.....	.....	443,291	7,147,500
	South African.....	.....	.....	672,620
	Indian.....	.....	89,201	.....
	Polish.....	93,688	.....	.....
	Hungarian.....	.....	.....	66,794
From Georgian Bay Ports.....	Argentine.....	.....	.....	757,287
	South African.....	.....	.....	9,790
Total.....	.....	828,585	3,503,883	29,773,946
<i>Shipped to Canadian Domestic Points—</i> From Atlantic Ports.....	Argentine.....	.....	.....	1,619,961
	South African.....	.....	.....	109,325
From St. Lawrence Ports.....	Argentine.....	.....	.....	4,413,670
	South African.....	.....	.....	685,159
From Lower Lake Ports.....	Argentine.....	.....	.....	502,599
From Georgian Bay Ports.....	Argentine.....	.....	.....	73,318
Total.....	.....	.....	.....	7,404,032
<i>Shipped to Canadian Mills—</i> From Atlantic Ports.....	Argentine.....	.....	.....	711,986
	South African.....	.....	.....	655,141
From St. Lawrence Ports.....	Argentine.....	.....	760,348	2,004,300
	South African.....	.....	.....	685,149
From Lower Lake Ports.....	Argentine.....	.....	29,638	946,699
	South African.....	.....	.....	762,703
From Georgian Bay Ports.....	Argentine.....	.....	57,975	16,474
	South African.....	.....	.....	209,003
Total.....	.....	.....	847,961	5,991,455
Grand Total exported or moved into consumptive channels.....	.....	828,585	4,351,844	43,170,379

(i) ANNUAL WEIGH-UP OF GRAIN IN PUBLIC TERMINAL ELEVATORS, JULY 31, 1937
SUMMARY OF SURPLUSES OR DEFICITS AS REVEALED BY THE WEIGH-UP

Licensee	Wheat		Oats		Mixed Feed Oats		Barley		Flaxseed		Rye		Corn	
	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit	Surplus	Deficit
Canadian Government Elevators— Calgary.....	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
	63-00		953-08				420-40							
	323-20						40-31							
	6-10													
Moose Jaw.....				106-03										
Saskatoon.....	2-30								1-54					
Pacific Elevators Ltd.— “A”, Vancouver.....	401-30				4-24									1,270-00
Totals.....	796-30		953-08	106-03	4-24		461-23		1-54					1,270-00
Net Total—Surplus..... or Deficit.....	796-30		847-05		4-24		461-23		1-54					1,270-00

ANNUAL WEIGH-UP—JULY 31, 1937—Con.

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, 31st July, 1937, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, FORT WILLIAM-PORT ARTHUR, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930 and amendments thereto

LICENSEE	EXCESS			DEFICIENCY				
	1 Hard	1 Northern	2 Northern	3 Northern	1 Hard	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Bawlf Terminal Elevator Co. Ltd.....				200-00	209-40	584-50	139-20	
Canadian Consolidated Grain Co. Ltd.—								
“Empire”			204-50		36-50	198-50		191-40
“Thunder Bay”					105-40	361-10	66-10	59-20
Eastern Terminal Elevator Co. Ltd.—								
“Richardson”					594-30	2,743-00	767-10	616-20
Federal Grain Limited—								
“Consolidated”		1,627-50						
“Northwestern”		11,457-10			425-30		21,607-00	4,332-20
“Stewart”					27-10	341-40	158-00	
Fort William Elevator Co. Ltd.....					48-10	2,016-50	1,405-30	2,332-50
Grand Trunk Pacific Elevator Co. Ltd.....					256-40	22,418-50	7,370-00	
Manitoba Pool Elevators Ltd.—								
“Number 1”				145-30	1,570-10	1,254-30	1,739-50	
“Number 2”	22-50	1,439-30		23-40			8,188-00	
“Number 5”					65-20	4,350-30	3,475-50	1,507-40
McCabe Bros. Grain Co. Ltd.....					60-20	1,380-00	1,428-00	937-50
Northland Elevator Co. Ltd. “B. & E”						2,135-50	125-10	
Ogilvie Flour Mills Co. Ltd.....	1,730-30					1,156-20	451-40	173-50
N. M. Paterson & Co. Ltd.....					289-30	3,306-20	1,238-40	609-30
Reliance Grain Co. Ltd.....					141-00	401-40	15-00	394-40
Saskatchewan Pool Terminals Ltd.—								
“Number 4”						7,327-20	1,879-10	62-40
“Number 6”					336-00	29,543-00	4,662-30	9,757-20
“Number 7”					563-20	14,808-00	2,223-40	2,406-40
Searle Terminal Limited				169-00	218-20	9,572-10	4,705-20	5,669-20
Superior Elevator Co. Ltd.....	658-10					970-10	180-20	
Union Terminal Limited			538-50		50-30	1,587-30	649-40	373-00
United Grain Growers Terminals Limited			1,414-00		66-30	4,242-00		
Western Grain Co. Ltd.....		1,566-20			203-10		290-50	1,420-00

There is no excess due to the Crown from any of the above elevators.

ANNUAL WEIGH-UP—JULY 31, 1937—*Cont.*

SUMMARY of results of calculations of EXCESS or DEFICIENCY in the first four statutory grades of WHEAT as revealed by the annual weigh-up, 31st July, 1937, of grain in store in SEMI-PUBLIC TERMINAL ELEVATORS, at VANCOUVER-NEW WESTMINSTER, PRINCE RUPERT and CHURCHILL, and arrived at in the manner prescribed in section 138, Canada Grain Act, 1930, and amendments thereto.

LICENSEE	EXCESS				DEFICIENCY		
	1 Hard	1 Northern	2 Northern	3 Northern	1 Northern	2 Northern	3 Northern
	bush.	bush.	bush.	bush.	bush.	bush.	bush.
<i>Vancouver-New Westminster—</i> Alberta Wheat Pool, Elevator No. 1.....	2,217-40	3,896-30	393-30	.....
Alberta Wheat Pool, Elevator No. 2.....	638-30	793-20	267-00
Columbia Grain Elevator Co. Ltd.....	71-20	4,559-10	11,083-10
Midland Pacific Terminal Ltd.....	5,155-40	.....	1,505-20	.....	7,719-50
Pacific Elevator Ltd., Elevator "B".....	1,718-40	349-30	2,982-20
Searle Terminal Limited.....	633-10	.....	2,486-00	.....	1,523-40
United Grain Growers Terminals, Ltd....	1,887-30	.....	.....	.....	2,355-10	4,320-30
<i>Prince Rupert—</i> Alberta Wheat Pool.....	356-20	492-30	1,554-50
<i>Churchill—</i> National Harbours Board.....	2,131-40	9,221-50	3,753-00	.....

There is no excess due to the Crown from any of the above elevators.

APPENDIX No. 2

COMMITTEES ON GRAIN STANDARDS

COMMITTEE ON WESTERN GRAIN STANDARDS

E. B. Ramsay, Chief Commissioner, Board of Grain Commissioners.
 D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 J. D. Fraser, Chief Inspector, Board of Grain Commissioners.
 James Cuddy, Chairman, Grain Appeal Tribunal, Winnipeg.
 C. R. Manahan, Chairman, Grain Appeal Tribunal, Edmonton.
 J. Watson, Chairman, Grain Appeal Tribunal, Calgary.
 Dr. W. F. Geddes, Chemist in Charge, Grain Research Laboratory.
 L. H. Newman, Dominion Cerealists.
 H. Sellers, representing Millers of Wheat Flour.

George Bennett, W. H. Fairfield, R. H. MacDonald, B. S. Plumer,	}	representing Grain Growers in Alberta.		
Dr. L. E. Kirk, J. Wellbelove, W. Wright, G. E. Canfield, A. Sproule,		}	representing Grain Growers in Saskatchewan.	
P. F. Bredt, Dr. G. P. McRostie, J. Quick,			}	representing Grain Growers in Manitoba.
K. Campbell, representing Grain Growers in British Columbia.				

COMMITTEE ON EASTERN GRAIN STANDARDS

D. A. MacGibbon, Commissioner, Board of Grain Commissioners.
 C. M. Hamilton, Commissioner, Board of Grain Commissioners.
 Norman Wight, representing Montreal Board of Trade.
 E. D. Sullivan, representing Toronto Board of Trade.
 T. A. Climo, representing Exporters of Grain.
 C. H. G. Short, } representing Millers of Wheat in the Eastern Division.
 J. J. Page, }
 R. J. Scott, } representing Grain Growers in Ontario.
 H. Currie, }
 W. G. Thompson, additional.
 J. M. Vittie, additional.
 G. E. McConney, additional.

APPENDIX No. 3
GRAIN APPEAL TRIBUNALS

<i>Winnipeg</i>	<i>Calgary</i>	<i>Edmonton</i>
James Cuddy (Chairman).	J. Watson (Chairman).	C. R. Manahan (Chairman)
Grant Hammond.	C. Floyd.	J. W. Allen.
J. McMahon.	F. T. Allison.	W. N. Boyle.
A. F. Moore.	J. A. Harris.	A. Fraser.
J. Murray.	W. McLeod.	C. C. Gillies
S. C. Swanton.	E. J. Munson.	J. A. Kyle.
C. J. Wells.	G. C. Arbuthnott.	L. T. Ingram.
P. V. Wright.	A. Watson.	R. H. Settle.
D. Baxter (Secretary).	E. S. Munro (Secretary).	F. J. Wolfe.
		John Blue (Secretary).
<i>Toronto</i>	<i>Montreal</i>	
G. D. Brundrit.	C. B. Esdaile (Chairman).	
C. H. Coatsworth.	B. J. Bolan.	
R. C. Pratt.	A. Chaplin.	
N. H. Campbell.	F. B. Earle.	
C. W. Heimbecker.	R. Hume.	
L. S. Johnston.		
W. N. McCarthy.		
G. E. McConney.		
E. D. Sullivan.		
K. F. Wadsworth.		

SUMMARY OF APPEALS FOR THE CROP YEAR ENDED JULY 31, 1937

	Number of appeals held	Number of appeals allowed		Number of appeals dis- allowed
		Raised	Lowered	
Winnipeg.....	526	99	1	426
Calgary.....	283	27	8	248
Edmonton.....	158	17	3	138
Toronto.....				
Montreal.....				

APPENDIX No. 4

REPORT OF REGISTRAR

WINNIPEG, MAN., December 31, 1937.

THE SECRETARY,
Board of Grain Commissioners for Canada,
Winnipeg, Manitoba.

DEAR SIR,—There is submitted hereunder statement showing the total registrations and registrations for cancellation of terminal elevator warehouse receipts and Eastern warehouse receipts or transfer receipts during the crop year ended August 31, 1937:—

	Bushels Registered	Bushels Registered for Cancellation
<i>Winnipeg—</i>		
Wheat.....	119,382,234-20	137,494,860-50
Oats.....	9,533,107-04	13,444,390-33
Barley.....	18,478,959-36	19,891,397-37
Flax.....	1,060,692-54	787,268-32
Rye.....	2,311,541-20	2,960,018-53
Mixed grain.....	192,507-30	115,248
Corn.....	97,975-40	90,197-48
Barley malt.....	462,148-22	462,148-10
<i>Vancouver—</i>		
Wheat.....	28,939,408	32,185,412
Oats.....	915,352-19	1,580,889-07
Barley.....	59,356-42	71,490-40
Flax.....	393-32	301-04
Rye.....	16,512-30	19,703-12
Mixed grain.....	8,757-20	1,016-30
Corn.....	974,868-02	984,391-48
<i>Calgary—</i>		
Wheat.....	16,404	81,354-20
Oats.....	93,504-14	515,170-08
Barley.....	288,253-04	292,154-40
Mixed grain.....		1,074-10
Corn.....	2,852-26	2,852-26
<i>Edmonton—</i>		
Wheat.....	57,918	49,845-20
Oats.....	168,879-12	175,722-30
Barley.....	19,664-18	79,477-46
Mixed grain.....		145
<i>Lethbridge—</i>		
Wheat.....	124,252-10	92,279
<i>Moose Jaw—</i>		
Wheat.....	5,475	6,793
Oats.....		802-24
Barley.....		767-04
Flax.....		6-49
Rye.....		162-18
<i>Saskatoon—</i>		
Wheat.....	12,040-40	13,768-20
Oats.....	5,974-14	7,056-04
Barley.....	419-18	525-20
Flax.....		23-06

REPORT OF REGISTRAR—Conc.

	Bushels Registered	Bushels Registered for Cancellation
<i>Total—</i>		
Wheat.....	148,537,732-10	169,924,313-20
Oats.....	10,716,817-29	15,724,032-04
Barley.....	18,846,653-22	20,335,813-43
Flax.....	1,061,086-30	787,599-35
Rye.....	2,328,053-50	2,979,884-27
Mixed grain.....	201,264-50	117,483-40
Corn.....	1,075,696-12	1,077,442-10
Barley malt.....	462,148-22	462,148-10

EASTERN WAREHOUSE RECEIPTS OR TRANSFER RECEIPTS

<i>Montreal—</i>		
Wheat.....	154,007,431-30	169,871,154-40
Oats.....	13,333,114-06	13,723,502-31
Barley.....	8,581,887	8,273,581-17
Flax.....	6,522,416-40	6,167,656-28
Rye.....	4,813,260-39	4,082,468-12
Corn.....	65,361,888-42	61,835,186-35
Screenings.....	406,862-20	409,117-24
Buckwheat.....	109,804-16	123,585-18
Mixed grain.....	3,701-06	3,681-06

Yours respectfully,
W. T. TODD,
Registrar.

APPENDIX No. 5
REPORT OF CHIEF GRAIN INSPECTOR

WINNIPEG, MAN., November 24, 1937.

Mr. J. Rayner,
Secretary, Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I herewith submit my annual report covering car and cargo inspections in the Western Division; car and cargo inspections and sampling in the Eastern Division, for the crop year ending July 31st, 1937.

The crop of 1936 in the Western Division, was very severely affected by drought and intense heat, which cut the yields of all grains, resulting in the shortest crop since the year 1919. The crop was harvested under good conditions, and the grain produced was of high grade and excellent quality.

Owing to considerable barley being of light weight, caused by heat and drought, a special commercial grade was established, viz;—No. 3 Extra Six-Row a/c of Weight, which was of considerable benefit to producers.

The total number of cars inspected in the Western Division for the year 1936-37 was 154,412 as against 178,011 for the previous year, a decrease of 23,599 cars.

Yours truly,
JAS. D. FRASER,
Chief Inspector.

WESTERN DIVISION

The total primary inspections in the Western Division from August 1, 1936, to July 31, 1937, are made up as follows—

	Cars	Per- centages
Wheat.....	124,805	80·826
Oats.....	12,399	8·030
Barley.....	14,006	9·070
Flaxseed.....	1,268	·821
Rye.....	1,709	1·107
Mixed grain.....	161	·104
Buckwheat.....	1	·001
Corn.....	1	·001
Screenings.....	62	·040
Total.....	154,412	100·000

The grades of Wheat are as follows:—

	Cars	Per- centages	Totals	Percentage of total Inspections
1 Manitoba Hard.....	1,606	1·418		
1 Manitoba Northern.....	55,985	49·432		
2 Manitoba Northern.....	24,454	21·591		
3 Manitoba Northern.....	21,016	18·556		
4 Manitoba Northern.....	2,509	2·216		
No. 5.....	883	·780		
No. 6.....	597	·527		
Feed.....	296	·261		
Sample.....	33	·029		
Smutty.....	836	·739		
Tough.....	4,108	3·627		
Damp.....	34	·030		
Rejected.....	304	·268		
No. 4 Special.....	236	·208		
No. 5 Special.....	190	·167		
No. 6 Special.....	172	·151		
Total Red Spring Wheats.....	113,259	100·000	113,259	90·749
1 Garnet.....	975	25·617		
2 Garnet.....	2,667	70·074		
Smutty.....	6	·158		
Tough.....	144	3·783		
Rejected.....	14	·368		
Total Garnet Wheats.....	3,806	100·000	3,806	3·049
1 Amber Durum.....	2,194	29·037		
2 Amber Durum.....	3,977	52·634		
3 Amber Durum.....	951	12·586		
4 Amber Durum.....	145	1·919		
5 Amber Durum.....	30	·397		
6 Amber Durum.....	22	·291		
Smutty Amber Durum.....	62	·821		
Tough Amber Durum.....	29	·383		
Damp Amber Durum.....	1	·013		
Rejected Amber Durum.....	142	1·879		
Sample Amber Durum.....	3	·040		
Total Amber Durum Wheat.....	7,556	100·000	7,556	6·054
1 White Spring.....	3	9·677		
2 White Spring.....	16	51·613		
3 White Spring.....	12	38·710		
Total White Spring Wheat.....	31	100·000	31	·025

The grades of Wheat are as follows:—*Concluded.*

	Cars	Per- centages	Totals	Percentage of total Inspections
1 Mixed Wheat.....	7	9.090		
2 Mixed Wheat.....	6	7.792		
3 Mixed Wheat.....	29	37.663		
4 Mixed Wheat.....	6	7.792		
5 Mixed Wheat.....	22	28.572		
6 Mixed Wheat.....	1	1.299		
Tough Mixed Wheat.....	1	1.299		
Smutty Mixed Wheat.....	3	3.896		
Rejected Mixed Wheat.....	2	2.597		
Total Mixed Wheat.....	77	100.000	77	.062
1 Alberta Red Winter.....	16	21.053		
2 Alberta Winter.....	23	30.263		
3 Alberta Winter.....	18	23.684		
Tough Alberta Winter.....	10	13.158		
Smutty Alberta Winter.....	8	10.526		
Rejected Alberta Winter.....	1	1.316		
Total Alberta Winter Wheat.....	76	100.000	76	.061
Total.....	124,805		124,805	100.000

The grades of Oats are as follows:—

	Cars	Percentages
1 C.W. White.....	4	.032
2 C.W. White.....	3,142	25.341
3 C.W.....	3,544	28.582
Special Feed.....	9	.073
Ex. 1 Feed.....	793	6.396
1 Feed.....	3,077	24.817
2 Feed.....	775	6.251
3 Feed.....	100	.807
Mixed Feed Oats.....	8	.065
Rejected Oats.....	30	.241
Sample.....	10	.081
Tough.....	900	7.258
Damp.....	6	.048
Oat Groats.....	1	.008
Total.....	12,399	100.000

The grades of Barley are as follows:—

	Cars	Percentages
1 C.W. (six-row).....	103	.735
1 Ex C.W. (six-row).....	8,062	57.561
2 C.W. (two-row).....	5	.036
3 Ex C.W. (two-row).....	187	1.335
3 Ex C.W. (Trebis).....	6	.043
3 C.W.....	2,445	17.457
4 C.W.....	760	5.426
5 C.W.....	777	5.548
6 C.W.....	178	1.271
Rejected.....	10	.071
Sample.....	5	.036
Tough.....	1,187	8.475
Damp.....	25	.178
3 Ex C.W. (six-row) Special a/c weight.....	256	1.828
Total.....	14,006	100.000

The grades of Flax are as follows:—

	Cars	Percentages
1 C.W.....	1,158	91.325
2 C.W.....	68	5.363
3 C.W.....	24	1.893
4 C.W.....	3	.237
Rejected.....	1	.078
Tough.....	14	1.104
Total.....	1,268	100.000

The grades of Rye are as follows:—

	Cars	Percentages
1 C.W.....	32	1.872
2 C.W.....	692	40.491
3 C.W.....	842	49.269
4 C.W.....	62	3.628
Ergoty Rye.....	19	1.112
Rejected.....	9	.527
Tough.....	53	3.101
Total.....	1,709	100.000

The grades of Mixed Grain are as follows:—

	Cars	Percentages
No. 1.....	31	19.255
No. 2.....	17	10.559
No. 3.....	99	61.491
Tough.....	7	4.348
Damp.....	1	.621
Sample.....	2	1.242
Smutty.....	2	1.242
Rejected.....	2	1.242
Total.....	161	100.000

The number of cars of grain inspected at the various points during the crop year August 1, 1936, to July 31, 1937.

	Cars	Percentages
Winnipeg.....	110,375	71.480
Calgary.....	11,175	7.237
The Pas.....	1,481	.959
Moose Jaw.....	4,379	2.836
Saskatoon.....	4,489	2.907
Medicine Hat.....	2,030	1.315
Lethbridge.....	66	.043
Prince Rupert.....	3	.002
Vancouver.....	1,184	.767
Edmonton.....	19,016	12.315
Churchill.....	214	.139
Total.....	154,412	100.000

TRADE AND COMMERCE

SUMMARY OF CARS REINSPECTED

	Winnipeg		Calgary	
Cars inspected.....	110,375		11,175	
Cars re-inspected.....	26,897=24.35%		1,200=9.88%	
Reinspections	Cars	Per cent	Cars	Per cent
Left as graded.....	16,837	62.59	887	73.91
Grades raised.....	6,876	25.57	158	13.17
Grades lowered.....	244	.91	21	1.75
Dockage raised.....	304	1.13	20	1.67
Dockage lowered.....	2,636	9.80	114	9.50
Totals.....	26,897	100.00	1,200	100.00

	Edmonton		Saskatoon	
Cars inspected.....	19,016		4,489	
Cars reinspected.....	5,144=27.02%		345=7.68%	
Reinspections	Cars	Per cent	Cars	Per cent
Left as graded.....	4,582	89.08	315	91.30
Grades raised.....	161	3.13	23	6.67
Grades lowered.....	60	1.17	3	.87
Dockage raised.....	100	1.94	4	1.16
Dockage lowered.....	241	4.68		
Totals.....	5,144	100.00	345	100.00

	Moose Jaw		Medicine Hat	
Cars inspected.....	4,379		2,030	
Cars reinspected.....	256=5.85%		99=4.85%	
Reinspections	Cars	Per cent	Cars	Per cent
Left as graded.....	230	89.84	78	78.79
Grades raised.....	24	9.38	7	7.07
Grades lowered.....			6	6.06
Dockage raised.....			2	2.02
Dockage lowered.....	2	.78	6	6.06
Totals.....	256	100.00	99	100.00

	Lethbridge	Prince Rupert	Vancouver	Churchill	The Pas
Cars inspected.....	66	3	1,184	214	1,481
Cars reinspected.....					

RECAPITULATION OF REINSPECTIONS

Total cars inspected.....	154,412
Total cars reinspected.....	33,941=21.96%

	Cars	Percentages	Percentage of total inspections
Left as graded.....	22,929	67.55	14.85
Grades raised.....	7,249	21.36	4.69
Grades lowered.....	334	.98	.21
Dockage raised.....	430	1.27	.27
Dockage lowered.....	2,999	8.84	1.94
Totals.....	33,941	100.00	21.96
Total—			
Left as graded.....	22,929	.....	14.85
Changes.....	11,012	.....	7.11

SUMMARY OF CARS APPEALED

	Winnipeg		Calgary		Edmonton		Total	
	Cars	P.c.	Cars	P.c.	Cars	P.c.	Cars	P.c.
Left as graded.....	426	80.989	248	87.632	138	87.342	812	83.971
Grades raised.....	99	18.821	24	8.481	17	10.759	140	14.478
Grades lowered.....	1	.190	8	2.827	3	1.899	12	1.241
Dockage raised.....	.....	.....	.....	.....	.....	.....	.....	.....
Dockage lowered.....	.....	.....	3	1.060	.....	.....	3	.310
Totals.....	526	100.000	283	100.000	158	100.000	967	100.000

PERCENTAGE OF APPEALS TO TOTAL INSPECTIONS

	Cars	Per cent
Total inspections.....	154,412	100.000
Total appeals.....	967	.626
Total grades changed.....	155	.100

GRAIN INSPECTED AND SHIPPED BY VESSEL AUGUST 1, 1936 TO JULY 31, 1937

	Fort William and Port Arthur	Vancouver and New West- minster	Prince Rupert	Victoria	Churchill
	bush.	bush.	bush.	bush.	bush.
Wheat.....	145,470,379	32,024,954	562,613	.....	4,293,501
Oats.....	10,408,652	1,657,550	.....	.....	.....
Barley.....	19,112,158	9,677	.....	.....	.....
Flax.....	619,248	14	.....	.....	.....
Rye.....	3,528,889	.....	.....	.....	.....
Barley malt.....	424,180	.....	.....	.....	.....
	lbs.				
Oats groats.....	680,000	.....	.....	.....	.....
Screenings.....	110,382,030	.....	.....	.....	.....
Mixed grain.....	255,400	.....	.....	.....	.....
Corn.....	.....	22,893	.....	.....	.....

CARS OF GRAIN INSPECTED AND SHIPPED BY RAIL EX TERMINAL ELEVATORS, AUGUST 1, 1936 TO JULY 31, 1937

	The Pas	Medicine Hat	Churchill	Fort William and Port Arthur	Winnipeg	Calgary	Moose-Jaw	Saskatoon	Lethbridge	Vancouver	Edmonton	Prince Rupert
Wheat.....				2,584	1,080	346	56	39	122	1,132	528	
Oats.....				1,469	652	322	135	157		238	476	6
Barley.....				903	1,738	420	19			43	174	
Flax.....				127	5	1	3			1	1	
Rye.....				80	29	17	3			15	3	
Corn.....				52								
Mixed grain.....				54	19	8		11		1	14	
Screenings.....				882	258	119	81	131		492	5	27
Oats groats.....				18								
Totals.....				6,169	3,781	1,233	297	338	122	1,922	1,201	33

EASTERN DIVISION

TOTAL INSPECTIONS AUGUST 1, 1936, TO JULY 31, 1937

<i>Cargoes—</i>	Bushels	Bushels	Bushels
Grain grown in Eastern Division—			
At Toronto.....	389,000		
At Montreal.....	67,557	456,557	
Grain grown in Western Division—			
Reinspected (salvaged grain)—			
At Montreal.....		12,097	
Grain grown in United States—			
At Montreal.....		225,108	693,762
<i>Car Loads—</i>	Cars	Cars	
Grain grown in Eastern Division—			
At Toronto.....	1,433		
At Montreal.....	186	1,619	

GRAIN CARGOES SAMPLED BUT NOT INSPECTED, AUGUST 1, 1936, TO JULY 31, 1937

	Bushels	Bushels
Western grain.....	156,748,339	
Eastern grain.....	135,037	
African grain.....	4,712,483	
Argentine grain.....	56,827,174	
United States grain.....	620,337	
Indian grain.....	884,018	
Danish grain.....	441,281	
Polish grain.....	1,024,554	
Balkan States grain.....	295,860	221,689,083
At Montreal.....	148,393,012	
At Sorel.....	30,396,128	
At Three Rivers.....	26,040,474	
At Quebec.....	3,259,868	
At St. John, N.B.....	8,974,119	
At Halifax, N.S.....	4,625,482	221,689,083

CAR LOADS SAMPLED BUT NOT INSPECTED AUGUST 1, 1936, TO JULY 31, 1937

	Montreal	Toronto
Western grain.....	52	18
Eastern grain.....	101	1
Argentine grain.....	902	
African grain.....	4	
	1,059	19

GRADES OF CARGOES INSPECTED

<i>Grain grown in Eastern Division—</i>	
Oats—	Bushels
No. 3 White.....	2,341
No. 4 White.....	8,697
Tough No. 3 White.....	51,628
Sample.....	2,632
Barley—	
Extra No. 3.....	389,000
Buckwheat—	
Tough No. 3.....	1,093
Damp, rejected.....	1,166
<i>Grain grown in Western Division—</i>	
Salvaged Wheat—	
Manitoba 3 Northern.....	12,097
<i>Grain grown in United States—</i>	
Rye—	
No. 2 Western.....	225,108

GRADES OF CAR LOADS INSPECTED

	Toronto	Montreal	Total
<i>Wheat—</i>			
No. 2 White Winter.....	50	.....	50
No. 2 Red Winter.....	27	.....	27
No. 2 Mixed Winter.....	329	1	330
No. 3 Winter.....	96	.....	96
No. 3 Mixed Winter.....	1	.....	1
No. 4 Winter.....	40	2	42
Rejected Winter.....	14	.....	14
Tough.....	18	2	20
<i>Oats—</i>			
No. 2 White.....	66	1	67
No. 3 White.....	88	10	98
No. 4 White.....	10	9	19
Rejected White.....	4	.....	4
Tough.....	2	108	110
Damp.....	.....	1	1
<i>Barley—</i>			
Extra No. 3.....	345	.....	345
No. 3.....	141	2	143
No. 4.....	5	.....	5
Tough.....	21	7	28
Damp.....	.....	5	5
<i>Buckwheat—</i>			
Tough.....	2	4	6
Damp.....	42	31	73
Damp rejected.....	1	1	2
<i>Corn—</i>			
No. 2 Yellow.....	66	1	67
No. 2 Mixed.....	4	.....	4
No. 3 Yellow.....	4	.....	4
Tough.....	2	.....	2
Damp.....	40	.....	40
Damp rejected.....	2	.....	2
<i>Rye—</i>			
No. 2.....	3	.....	3
<i>Mixed grain.....</i>	10	1	11
	1,433	186	1,619

APPENDIX No. 6
REPORT OF CHIEF WEIGHMASTER

J. RAYNER, Esquire,
Secretary, Board of Grain Commissioners,
Winnipeg, Manitoba.

DEAR SIR,—I herewith submit my annual report for the crop year ending July 31st, 1937.

This Branch, as in previous years, supplied weighing services at all Public Terminal, Semi-Public Terminal and Private Terminal Elevators licensed by the Board in the Western Division for the purpose of weighing all grain received into and shipped out of these elevators as required under Sections 91 and 123 of the Act.

In the Eastern Division weighing services were supplied on a fees basis at the following points:—

Goderich Elevator.
Western Canada Flour Mills Elevator, Goderich.
Canada Steamship Lines Elevator, Midland.
Midland Simcoe Elevator, Midland.
Aberdeen Elevator, Midland.
Great Lakes Elevator, Owen Sound.
Canadian Pacific Railway Elevator, Port McNicoll.
Sarnia Elevator, Sarnia.
Toronto Elevator, Toronto.

All equipment used for receiving, shipping, and weighing grain into and out of the elevators where weighing services have been supplied has been maintained in good condition under the supervision of officers of this Branch.

The scales in the terminal elevators at Port Arthur and Fort William, the Canadian Government Interior Elevators, the National Harbours Board Elevator at Port Churchill, and those elevators at the Pacific Coast which deliver grain to deep sea berths, have been inspected by me twice during the year under review. The annual inspection of these scales was made under my authority as Terminal Elevator Scale Inspector as required under Section 50 of the Weights and Measures Act, and certificates of verification were issued in accordance with the Act.

The semi-annual inspection of the scales in the above elevators, and special inspections when deemed advisable, are made to insure the continued accuracy of the scales.

The annual inspection of scales in elevators licensed by the Board in the Eastern Division was carried out by Mr. P. J. Marples of Montreal.

Very few complaints were received of shortages on the outturn of cars unloaded at terminal elevators during the crop year. Complaints received have been investigated, and where the investigation warranted it, adjustments have been made or recommended. There is still a considerable amount of pilfering of grain from cars spotted on elevator tracks and in railway yards in spite of the fact that several convictions have been secured in the courts.

Attached is statement showing the average reported shortages of pounds per thousand bushels on vessel shipments from Port Arthur and Fort William to Canadian and American ports. Complaints received of reported shortages in the outturns of cargoes ex the above two ports were investigated, but no evidence was discovered that would affect the accuracy of the loading weights for which certificates were issued. Complaints received by the Board on the outturn of some overseas shipments were investigated at Montreal, Halifax, St. John and Vancouver, and reports covering the investigations were submitted to the Board.

The stocks of all grain in store in Public Terminal, Semi-Public Terminal, and the top four grades in Private Terminal Elevators licensed by the Board in the Western Division, were weighed over at the end of the crop year. Approximately 12,316,167 bushels of all grains were weighed over, and statements of the correct quantities of the various grades were prepared and forwarded to the Board to permit of the adjustment of outstanding warehouse receipts in Public and Semi-Public Terminal elevators, and the establishment of overages in terminal elevators in accordance with the provisions of Section 138 of the Canada Grain Act.

Attached are statements giving particulars of the various phases of the work of the Branch.

Respectfully submitted,

S. M. CAPON,
Chief Weighmaster.

FORT WILLIAM, ONT., December 9, 1937.

Following are the quantities of the various grains which were weighed into and out of elevators at the following points in the Western Division during the crop year ending July 31st, 1937.

FORT WILLIAM-PORT ARTHUR

RECEIPTS

Grain	Receipts from West	Transfer Receipts		Total
		Rail	Vessel	
	bush.	bush.	bush.	bush.
Wheat.....	127,280,757-10	2,625,418-20	3,667,745-10	133,573,920-40
Oats.....	9,648,483-11	899,512-02	213,688-28	10,761,684-07
Barley.....	18,895,765-02	1,214,603-16	568,346-42	20,678,715-12
Flaxseed.....	1,212,383-07	22,592-54		1,234,976-05
Rye.....	2,333,407-10	114,207-36	27,651-44	2,475,266-34
Argentine Corn (ex vessel).....	69,832-38	26,643-02		96,475-40
South African Corn.....		4,196-44		4,196-44
	lbs.	lbs.		lbs.
Mixed grain.....	7,871,040	2,435,860		10,306,900
Mixed feed oats groats.....		42,450		42,450
All screenings.....	8,232,120	8,645,320		16,877,440
Sample Barley malt.....	15,270,490			15,270,490

SHIPMENTS

Grain	Vessel	Rail	Transfer Shipments		Total
			Rail	Vessel	
	bush.	bush.	bush.	bush.	bush.
Wheat.....	141,830,368-40	1,181,701-40	2,612,537-40	3,640,010-15	149,264,618-15
Oats.....	10,194,982-04	2,353,453-12	930,170-06	213,670-20	13,692,276-08
Barley.....	18,545,591-08	196,922-44	1,216,685-46	568,928-03	20,528,128-05
Flaxseed.....	634,494-53	180,513-28	29,857-34		844,866-03
Rye.....	3,501,236-31	8-52	113,700-50	27,652-54	3,642,599-19
Argentine Corn.....		58,277-18	26,673-52		84,951-14
South African Corn.....		4,196-44			4,196-44
	lbs.	lbs.	lbs.		lbs.
Mixed grain.....	255,400	3,186,410	2,439,438		5,881,248
Mixed feed oats groats.....	680,000	957,500	42,570		1,680,070
All screenings.....	110,382,030	48,258,470	8,888,710		167,529,210
Sample Barley malt.....	15,270,490				15,270,490

GROSS HANDLINGS OF ALL GRAINS DURING THE CROP YEAR 1936-37, AT THE FOLLOWING POINTS:

RECEIPTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	31,223,800-45	1,822,236-08	143,838-16	1,398-02	51,341-49	18,047,330
Prince Rupert.....	465,512-00					
Churchill.....	2,480,730-20					
Calgary.....	22,261-40	93,564-24	288,548-06			267,870
Edmonton.....	58,845-20	169,076-14	22,021-32			
Lethbridge.....	34,229-40					1,730
Moose Jaw.....	5,550-30					
Saskatoon.....	12,345-00	5,979-14	420-20			
Transcona.....						

SHIPMENTS

Point	Wheat	Oats	Barley	Flax	Rye	Miscel- laneous
	bush.	bush.	bush.	bush.	bush.	pounds
Vancouver and New Westminster.....	34,827,677-35	1,843,759-13	167,033-24	1,149-26	62,953-37	45,019,300
Prince Rupert.....	562,646-40	30,825-20				1,837,740
Churchill.....	4,293,501-20	62,051-16				2,411,348
Calgary.....	287,927-40	547,718-18	292,155-40			472,508
Edmonton.....	192,314-20	176,409-32	74,243-12			59,640
Lethbridge.....	186,146-20	72-02				66,440
Moose Jaw.....	6,792-20	904-07	767-04	6-49	162-18	22,680
Saskatoon.....	13,768-20	6,930-02	525-20	22-30		40,174
Transcona.....						

TOTAL CARS WEIGHED AT INTERIOR POINTS OTHER THAN GOVERNMENT ELEVATORS, CROP YEAR 1936-1937

Kenora.....	674
Keewatin.....	4,550
Winnipeg.....	12,577
Portage la Prairie.....	711
Saskatoon.....	4,066
Moose Jaw.....	3,825
Calgary.....	3,822
Edmonton.....	2,324
Medicine Hat.....	2,210
Total.....	34,759

REPORT OF CARS ARRIVING AT DESTINATION, LEAKING, NOT PROTECTED BY SEALS, AND WITH DEFECTIVE SEALS, ALSO CARS REPORTED IN BAD ORDER AND LOADS TRANSFERRED IN TRANSIT, CROP YEAR 1936-37

CANADIAN PACIFIC RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lakehead elevators.....	4,970	292	40
Elevators, excluding lakehead.....	1,440	301	76
Cars reported bad order and loads transferred.....	2		
Total.....	6,412	593	116

TRADE AND COMMERCE

CANADIAN NATIONAL RAILWAY

	Leaking Cars	Missing Seals	Defective Seals
Lakehead elevators.....	4,509	390	16
Elevators, excluding lakehead.....	1,090	114	27
Cars reported bad order and loads transferred.....			
Total.....	5,599	504	43
Total both roads.....	12,011	1,097	159

CAR INSPECTION AT WINNIPEG YARDS

	Cars leaking and defective	Seals missing and defective
C.P.R. Yards.....	3,382	500
C.N.R. Yards.....	1,162	285
Total.....	4,544	785

REPORT OF THE AVERAGE REPORTED SHORTAGES OF POUNDS PER 1,000 BUSHEL
ON THE VARIOUS GRAINS LOADED AT FORT WILLIAM AND PORT ARTHUR
AND UNLOADED CANADIAN AND AMERICAN PORTS

CANADIAN PORTS

Grain	Bushels	Pounds per 1,000 bushels
Wheats.....	92,476,132-20	Short 28.82
Oats.....	10,022,184-21	Short 32.19
Barley.....	4,403,721-23	Short 48.76
Flaxseed.....	514,471-51	Short 21.37
Rye.....	1,455,767-23	Short 66.16
Barley malt.....	15,270,490 lbs.	Short .71 lbs. per 1,000 lbs.
Mixed feed oats groats.....	340-0000 tons	Short 12.18 lbs. per ton
Screenings.....	10,283-1980 tons	Short 1.26 lbs. per ton

AMERICAN PORTS

Wheat.....	48,357,534-00	Short 33.93
Oats.....	124,638-18	Short 28.03
Barley.....	14,155,036-17	Short 63.64
Flaxseed.....	120,023-02	Short 9.96
Rye.....	2,045,469-08	Short 47.76
Screenings.....	44,871-1450 tons	Short 6.91 lbs. per ton

UNITED KINGDOM—CONTINENT DIRECT

Wheat.....	571,371-00	No Outturn reports received for these cargoes.
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GRAND TOTALS—GRAIN SHIPPED

Wheat.....	141,405,037-20	Short 30.58
Oats.....	10,146,823-05	Short 32.14
Barley.....	18,558,757-40	Short 60.11
Flaxseed.....	634,494-53	Short 15.45
Rye.....	3,501,236-31	Short 55.41
Barley malt.....	15,270,490 lbs.	Short .71 lbs. per 1,000 lbs.
Mixed feed oats groats.....	340-0000 tons	Short 12.18 lbs. per ton
Screenings.....	55,155-1430 tons	Short 5.85 lbs. per ton

APPENDIX No. 7

REPORT OF GENERAL MANAGER, CANADIAN GOVERNMENT
ELEVATORS

FORT WILLIAM, ONT., December 8, 1937.

The Board of Grain Commissioners,
Winnipeg, Man.

SIRS,—I have the honour to submit the following report of the Canadian Government Elevators for the year 1937.

ELEVATORS OPERATED

The elevators at Calgary, Edmonton and Lethbridge continued in operation by this branch, but in view of the adverse crop conditions which again prevailed in the Province of Saskatchewan it was decided to temporarily suspend the operations of the elevators at Moose Jaw and Saskatoon as from December 1st, 1936.

The Moose Jaw elevator was re-opened in August, 1937, under Private Terminal Elevator licence, to handle only grain owned by the Canadian Wheat Board.

ELEVATORS LEASED

The lease under which Prince Rupert elevator was operated by Alberta Pool Elevators, limited, expired July 31st, 1937, at which time a lease for a further period of one year was entered into.

The Port Arthur elevator continues to be operated by McCabe Bros. Grain Company, Limited, under a three-year lease entered into on July 31st, 1936.

CHARGES

With a view to influencing the movement of a greater volume of grain through the Alberta elevators, a reduction was made in the elevation charge on coarse grains from the former rate of one cent (1c.) to one-half cent ($\frac{1}{2}$ c.) per bushel whilst the elevation charge on wheat was increased from two-fifths of one cent ($\frac{2}{5}$ c.) to one-half cent ($\frac{1}{2}$ c.) per bushel, effective September 1st, 1937. Charges for other services were maintained at rates formerly in effect.

GRAIN HANDLED

On account of continued adverse crop conditions there was no lack of available storage space at terminal points and in country elevators, consequently the movement through the interior elevators was reduced to the lowest volume in many years.

The following comparative statement shows the receipts of all grains at each elevator during the last two crop years, Moose Jaw and Saskatoon elevators being operated for only three months of the 1936-37 season:

Elevator	1935-36	1936-37	Decrease
Moose Jaw.....	221,786	5,548	216,238
Saskatoon.....	125,888	18,623	107,265
Calgary.....	3,416,798	404,398	3,012,400
Edmonton.....	2,394,971	249,789	2,145,182
Lethbridge.....	1,265,585	34,216	1,231,369
	7,425,028	712,574	6,712,454

A decided increase has been made in the volume handled at Moose Jaw and Lethbridge during the early months of the 1937-38 season.

REPAIRS AND REPLACEMENTS

Port Arthur.—The timber revetment along the lakeshore at the north and east sides of the elevator site having deteriorated to the extent that replacement was necessary, a new revetment of creosoted piling and timbers was installed.

Seven boat loading spouts were replaced and necessary repairs made to drier boilers, spouting and dust collecting system.

Repairs were made to parapet walls on office and sub-station building and five bridges between workhouse and storage annex painted.

Moose Jaw.—Smokestack on drier boiler house repaired and painted.

Calgary.—Repairs were made to roofs of track sheds and drier buildings.

Edmonton.—New roadways and track crossings were constructed to provide access for truck and wagon deliveries.

TRACKAGE

To maintain the trackage at the several elevators in proper operating condition the following replacements were made:—

Port Arthur—1,000 ft. 80 lb. rail and fastenings.

650 track ties, 110 switch ties.

Moose Jaw— 800 “ 150 “

Saskatoon— 1,000 “ 78 “

Calgary— 600 “ 42 “

Edmonton— 425 “

Lethbridge— 212 “

EQUIPMENT

Major replacements of and repairs to equipment were made as follows:—

Port Arthur.—Three complete chain drives. Five Hundred leg buckets. 1,200 ft. car haul cable.

Calgary.—Three new Monitor Cleaners. Two new leg belts. Repair parts for chain drives.

Edmonton.—Two new Cylinder Cleaners. New Voltage Regulator for Inspection Office.

STAFF

With the closing down of the Moose Jaw and Saskatoon elevators all permanent positions at those points, except the electricians and watchmen, were abolished and the employees retired. When the Moose Jaw elevator was re-opened seven of the former employees were re-engaged on a temporary basis.

Staffs at other points were maintained at the minimum of requirements.

RESULTS OF OPERATION

Expenditures for the financial year ended July 31st, 1937, including approximately \$20,000 on account of the Port Arthur revetment work and \$15,000 retiring leave pay to the permanent employees released at Moose Jaw and Saskatoon, were \$121,547.88 in excess of revenue. Continuing the practice followed in recent years no provision was made for depreciation of plants and equipment, both of which were maintained in good condition as an operating cost.

Respectfully submitted,

R. HETHERINGTON,
General Manager.

APPENDIX No. 8
REPORT OF GRAIN RESEARCH LABORATORY

December 24, 1937.

MR. J. RAYNER, Secretary,
Board of Grain Commissioners,
Winnipeg, Man.

DEAR SIR,—I have the honour to submit the following statement covering the activities of the Grain Research Laboratory during the year 1937:—

PROTEIN STUDIES:

- (a) Survey of the Protein Content of the 1937 Western Canadian Hard Red Spring Wheat Crop.
- (b) Survey of the Protein Content of the 1937 Western Canadian Amber Durum Wheat Crop.
- (c) Survey of the Protein Content of the 1937 Western Canadian Barley Crop.
- (d) Survey of the Protein Content of the 1937 Western Canadian Rye Crop.
- (e) Protein Content of Average Samples of Hard Red Spring Wheat, Amber Durum Wheat, Barley, Oats and Rye obtained from Different Inspection Offices during the 1936-37 Crop Year.
- (f) Protein Content of Unloads of Hard Red Spring Wheat, Amber Durum Wheat, Barley, Oats and Rye at Terminal Elevators—1936-37 Crop Year.
- (g) Protein Content of Hard Red Spring Wheat Cargoes shipped during the 1936-37 Crop Year.
- (h) Protein Content of Western Canadian Amber Durum Wheat Cargoes shipped during the 1936-37 Crop Year.
- (i) Protein Content of Western Canadian Barley Cargoes shipped during the 1936-37 Crop Year.
- (j) Effect of Wheat Selection on the Protein Content of Shipments Abroad.
 - 1. Effect of Consumption by Certain Mills located in Western Canada.
 - 2. Effect of Selection by Eastern Canadian and United States Interests.

MILLING AND BAKING STUDIES:

- (a) The Milling, Baking and Other Quality Characteristics of the 1937 Western Canadian Wheat Crop.
- (b) The Comparative Quality of Corresponding Grades of Hard Red Spring Wheat ex Various Inspection Offices—Crop Years 1935-36 and 1936-37.
- (c) The Comparative Quality of Cargoes of Hard Red Spring Wheat of Corresponding Grade shipped from Different Canadian Ports during the Crop Year 1936-37.
 - 1. Individual Cargoes Grading Nos. 1 Northern, 2 Northern and 3 Northern ex Vancouver and Fort William.
 - 2. Composites of Cargo Shipments ex Pacific, Lakehead and Atlantic Ports.
- (d) The Comparative Properties of Durum and Hard Red Spring Wheats.
- (e) Melilot Tainted Wheat.

- (f) Special Investigations to Further the Sales Abroad of Canadian Flour.
- (g) The Quality of Thatcher and Coronation Wheats Destined for Overseas Commercial Tests.

DURUM WHEAT STUDIES:

- (a) Quality Characteristics of the 1937 Western Canadian Amber Durum Wheat Crop.
- (b) Effect of "Black Point", Immaturity and Broken Kernels on the Milling and Macaroni-Making Quality of Amber Durum Wheat.
- (c) The Quality Characteristics of Amber Durum Wheats produced in North Dakota in 1936.
- (d) Relative Macaroni-Making Quality of a Number of Durum Wheat Varieties grown in 1936.
- (e) Relation between Protein Content and Quality of Amber Durum Wheat.
- (f) Macaroni Processing and Testing:
 - 1. Absorption Studies.
 - 2. Physical Method of Testing.

STUDIES OF OLEAGINOUS SEEDS:

- (a) Flaxseed:
 - 1. Survey of the Oil Content, Iodine Value and Protein Content of Western Canadian Flaxseed—1937 Crop.
 - 2. The Effect of Harvesting at Different Stages of Maturity on the Physical and Chemical Characteristics of Flaxseed.
 - 3. Oil Content and Iodine Value of Flaxseed Varieties.
- (b) Miscellaneous Oil Seeds:
 - 1. Sunflower (*Helianthus annuus*).
 - 2. Mustard Seed.
 - 3. Soyabeans.

MISCELLANEOUS INVESTIGATIONS:

- (a) Proximate Feeding Stuff Analyses for Western Canadian Wheat, Oats, Rye and Barley—1937 Crop.
- (b) Some Convenient Cereal Laboratory Devices.
- (c) A Comparative Study of the Utility of Various Commercially Available Organic Solvents for the Determination of Wheat and Flour Pigments.

SUPERVISION OF MOISTURE TESTERS.

CO-OPERATIVE STUDIES AND SERVICES.

REPORTS AND PUBLICATIONS:

- (a) Reports to the Board of Grain Commissioners.
- (b) Scientific Papers Released for Publication.
- (c) Technical and Miscellaneous Reports.

The full report, summarizing the various projects listed above, is submitted herewith and it is recommended that, in accordance with the usual practice, it be published separately.

Yours respectfully,

W. F. GEDDES,
Chemist in Charge.

APPENDIX No. 9

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
SEPTEMBER 1, 1936, TO AUGUST 31, 1937

(a) WINNIPEG—

Revenue—

Licence fees.....	\$	31,410 00	
Registration fees.....	\$	6,092 20	
Cancellation fees.....		7,062 64	
			13,154 84
Inspection fees.....		103,552 00	
Samples sold.....		6,740 90	
Cargo certificates split.....		105 90	
Refund express.....		1,096 00	
			111,494 80
Appeal fees.....			1,482 00
Weighing fees.....		14,144 75	
Condition reports.....		300 25	
			14,445 00
			\$ 171,986 64

Expenditure—

Board and Executive Office—

Salaries—

Commission and secretary.....	35,110 79
Secretary's office.....	9,382 69
Licensing and bonding.....	10,338 95

Rents—

Executive office.....	3,674 50
Licensing and bonding.....	1,200 00

Travelling Expenses—

Grain Commission.....	3,068 72
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General Expenses—

Grain Commission.....	6,899 60
Licensing and bonding.....	410 29

Printing and Stationery—

Grain Commission.....	1,086 56
Licensing and bonding.....	1,328 65

Assistant Commissioner's Office—

Salaries.....	8,449 00
Rent.....	618 00
Travelling.....	760 73
General expenses.....	186 66
Printing and stationery.....	7 30

82,522 44

Accounting Branch—

Salaries.....	4,629 50
General expenses.....	185 72
Printing and stationery.....	522 78

5,338 00

Grain Research Laboratory—

Salaries.....	30,555 62
Rent.....	8,898 00
Travelling expenses.....	615 91
General expenses.....	10,602 67
Printing and stationery.....	2,110 38

52,782 58

Registration Branch—

Salaries.....	13,677 11
Rent.....	1,572 00
Travelling expenses.....	122 35
General expenses.....	303 65
Printing and stationery.....	134 57

15,809 68

Inspection Branch—

Salaries.....	210,131 02
Rent.....	18,002 00
Travelling expenses.....	499 84
General expenses.....	8,518 64
Printing and stationery.....	2,628 15

239,779 65

Weighing Branch—

Salaries.....	34,689 69
Rent.....	1,590 00
Travelling expenses.....	433 20
General expenses.....	346 69
Printing and stationery.....	448 65

37,508 23

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1937—*Continued*

(a) WINNIPEG—*Con.**Expenditure—Con.*

Grain Appeal Tribunal—

Salaries.....	\$ 4,552 25	
Rent.....	420 00	
General expenses.....	1,137 16	
Printing and stationery.....		
	<u>\$</u>	6,109 41

Grain Standards Committee—

Salaries.....	979 49	
Travelling expenses.....	4,062 83	
General expenses.....		
	<u></u>	5,042 32
		<u>\$</u> 444,892 31

(b) CHURCHILL—

Revenue—

Inspection fees.....	3,526 00	
Weighing fees.....	4,281 00	
	<u></u>	7,807 00
		7,807 00

Expenditure—

Inspection Branch—

Salaries.....	1,891 57	
Travelling expenses.....	57 90	
General expenses.....	2 60	
	<u></u>	1,952 07

Weighing Branch—

Salaries.....	1,704 81	
Travelling expenses.....	1,304 80	
General expenses.....		
	<u></u>	3,009 61
		4 961,68

(c) KEEWATIN—

Revenue—

Inspection fees.....	2,724 40	
Weighing fees.....	4,815 50	
	<u></u>	7,539 90
		7,539 90

Expenditure—

Salaries, inspection.....	2,724 40	
Salaries, weighing.....	4,776 50	
General expenses.....	39 00	
	<u></u>	4,815 50
		7,539 90

(d) KENORA—

Revenue—

Weighing fees.....	2,364 50	
	<u></u>	2,364 50

Expenditure—

Salaries, weighing.....	2,364 50	
General expenses.....	12 00	
Travel.....	268 45	
	<u></u>	2,644 95
		2,644 95

(e) PORTAGE LA PRAIRIE—

Revenue—

Weighing fees.....	2,388 25	
	<u></u>	2,388 25

Expenditure—

Salaries, weighing.....	2,388 25	
	<u></u>	2,388 25

(f) SASKATOON—

Revenue—

Inspection fees.....	7,049 85	
Samples sold.....	332 98	
	<u></u>	7,382 83
Weighing fees.....		4,852 65
		12,235 48

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,854 00	
Travelling expenses.....	264 62	
General expenses.....	134 00	
Printing and stationery.....	15 57	
	<u></u>	9,268 19

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1937—*Continued*

(f) SASKATOON—*Con.**Expenditure—Con.*

Inspection Branch—

Salaries.....	\$ 10,103 50	
Rent.....	919 17	
Travelling expenses.....	73 00	
General expenses.....	220 57	
Printing and stationery.....	65 68	
	<hr/>	\$ 11,381 92

Weighing Branch—

Salaries.....	7,999 35	
Travel.....	215 59	
General expenses.....	3 20	
	<hr/>	8,218 14
		<hr/>

\$ 28,868 25

(g) MOOSE JAW

Revenue—

Inspection fees.....	3,473 90	
Samples sold.....	249 25	
	<hr/>	3,723 15
Weighing fees.....		3,679 90
		<hr/>

7,403 05

Expenditure—

Inspection Branch—

Salaries.....	9,320 85	
Rent.....	900 00	
Travelling expenses.....	303 04	
General expenses.....	279 92	
Printing and stationery.....	70 20	
	<hr/>	10,874 01

Weighing Branch—

Salaries	6,709 25	17,583 26
	<hr/>	

(h) MEDICINE HAT—

Revenue—

Inspection fees.....	4,996 63	
Samples sold.....	203 05	
	<hr/>	5,199 68
Weighing fees.....		4,743 25
		<hr/>

9,942 93

Expenditure—

Inspection Branch—

Salaries.....	4,805 96	
Rent.....	240 00	
General expenses.....	152 72	
	<hr/>	5,198 68

Weighing salaries.....	4,743 25	
	<hr/>	4,743 25
		<hr/>

9,941 93

(i) LETHBRIDGE—

Revenue—

Inspection fees.....	164 20	
Samples sold.....	54 79	
	<hr/>	218 99
Weighing fees.....		132 60
		<hr/>

351 59

Expenditure—

Inspection Branch—

Salaries.....	3,859 51	
General expenses.....	5 50	
	<hr/>	3,865 01

Weighing Branch—

Salaries.....	3,665 25	
General expenses.....	5 00	
Travel.....	104 90	
	<hr/>	3,775 15
		<hr/>

7,640 16

(j) SUPERIOR—

Revenue—

Inspection fees.....		
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Expenditure—

Salaries, inspection.....	1,719 34	
General expenses.....	8 20	
	<hr/>	1,727 54
		<hr/>

1,727 54

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1937—*Continued*

(k) CALGARY—

Revenue—

Inspection fees.....	\$ 11,544 10		
Samples sold.....	707 81		
Refund express.....	138 50		
		\$ 12,390 41	
Weighing fees.....		6,161 85	
Appeal fees.....		417 00	
			\$ 18,969 26

Expenditure—

Assistant Commissioner's Office—

Salaries.....	8,621 00		
Rent.....	836 00		
Travelling expenses.....	486 56		
General expenses.....	278 16		
Printing and stationery.....	4 66		
		10,226 38	

Inspection Branch—

Salaries.....	33,657 95		
Rent.....	3,001 00		
Travelling expenses.....	459 02		
General expenses.....	1,998 70		
Printing and stationery.....	774 46		
		39,891 13	

Weighing Branch—

Salaries.....	17,770 50		
Travelling expenses.....	164 35		
General expenses.....	153 20		
Printing and stationery.....	122 87		
Rent.....	130 85		
		18,341 77	

Grain Appeal Tribunal—

Salaries.....	3,824 95		
Rent.....	420 00		
Travelling expenses.....			
General expenses.....	414 60		
Printing and stationery.....	0 75		
		4,660 30	

73,119 58

(l) PRINCE RUPERT—

Revenue—

Inspection fees.....	626 60		
Samples sold.....	63 52		
		690 12	
Weighing fees.....		914 60	
			1,604 72

Expenditure—

Inspection Branch—

Salaries.....	717 83		
Travel.....	244 55		
		962 38	

Weighing Branch—

Salaries.....	1,941 01		
Travelling expenses.....	501 70		
General expenses.....	10 60		
		2,453 31	

3,415 69

(m) EDMONTON—

Revenue—

Inspection fees.....	19,718 40		
Samples sold.....	949 43		
Refund express.....	109 25		
		20,777 08	
Weighing fees.....		3,534 95	
Appeal fees.....		771 00	
			25,083 03

Expenditure—

Inspection Branch—

Salaries.....	36,892 20		
Rent.....	3,774 00		
Travelling expenses.....	220 00		
General expenses.....	1,933 48		
Printing and stationery.....	905 20		
		43,724 88	

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1937—*Continued*

(m) EDMONTON—*Con.**Expenditure—Con.*

Weighing Branch—

Salaries.....	\$ 8,185 38	
Rent.....		
Travelling expenses.....	31 00	
General expenses.....	44 75	
Printing and stationery.....	8 81	
	<hr/>	\$ 8,269 94

Grain Appeal Tribunal—

Salaries.....	4,483 27	
Rent.....	510 00	
General expenses.....	725 03	
Printing and stationery.....	4 00	
	<hr/>	5,722 30

\$ 57,717 12

(n) VANCOUVER—

Revenue—

Inspection fees.....	34,818 30	
Samples sold.....	2,582 97	
Sampling fees.....	5 00	
	<hr/>	37,406 27
Weighing fees.....		56,745 70
Registration fees.....	1,236 68	
Cancellation fees.....	1,394 12	
	<hr/>	2,630 80

96,782 77

Expenditure—

Inspection Branch—

Salaries.....	86,822 85	
Rent.....	4,359 00	
Travelling expenses.....	300 50	
General expenses.....	1,551 80	
Printing and stationery.....	512 50	
	<hr/>	93,546 65

Weighing Branch—

Salaries.....	75,653 66	
Rent.....	1,659 00	
Travelling expenses.....	89 60	
General expenses.....	591 64	
Printing and stationery.....	721 36	
	<hr/>	78,715 26

Registration Branch—

Salaries.....	5,384 00	
Rent.....	1,092 00	
General expenses.....	187 43	
Printing and stationery.....	31 43	
	<hr/>	6,694 86

178,956 77

(o) FORT WILLIAM—

Revenue—

Inspection fees.....	172,256 30	
Samples sold.....	6,968 33	
Splits.....	10 10	
	<hr/>	179,234 73
Weighing fees.....		275,414 70

454,649 43

Expenditure—

Inspection Branch—

Salaries.....	300,946 57	
Rent.....	12,327 38	
Travelling expenses.....	272 65	
General expenses.....	6,456 86	
Printing and stationery.....	2,298 63	
	<hr/>	322,302 09

Weighing Branch—

Salaries.....	240,612 22	
Rent.....	3,062 68	
Travelling expenses.....	1,499 86	
General expenses.....	1,873 95	
Printing and stationery.....	2,299 09	
	<hr/>	249,347 80

Assistant Commissioner's Office—

Salaries.....	8,621 00	
Rent.....	713 25	
Travelling expenses.....	201 20	
General expenses.....	208 10	
Printing and stationery.....	5 62	
	<hr/>	9,749 17

STATEMENT OF REVENUE AND EXPENDITURE FOR CROP YEAR
ENDED AUGUST 31, 1937—*Concluded*

(o) FORT WILLIAM—*Con.**Expenditure—Con.*

Statistical Branch—

Salaries.....	\$ 38,174 50		
Rent.....	2,543 65		
Travelling expenses.....	157 75		
General expenses.....	2,009 29		
Printing and stationery.....	1,185 70		
	<u> </u>	\$ 44,070 89	\$ 625,469 95

(p) TORONTO—

Revenue—

Inspection fees.....	2,007 41		
Sampling fees.....	27 00		
Samples sold.....	61 50		
Splits.....	1 40		
	<u> </u>		2,097 31

Expenditure—

Inspection Branch—

Salaries.....	4,776 50		
Rent.....	540 00		
Travelling expenses.....	76 00		
General expenses.....	299 89		
Printing and stationery.....	40 64		
	<u> </u>	5,733 03	5,733 03

(q) MONTREAL—

Revenue—

Inspection fees.....	739 52		
Sampling fees.....	5,460 79		
Samples sold.....	107 77		
Splits.....	979 10		
	<u> </u>	7,287 18	
Registration fees.....	2,531 40		
Cancellation fees.....	2,644 81		
	<u> </u>	5,176 21	
Weighing fees.....		47 00	
		<u> </u>	12,510 39

Expenditure—

Inspection Branch—

Salaries.....	28,632 46		
Rent.....	1,940 04		
Travelling expenses.....	1,194 18		
General expenses.....	873 84		
Printing and stationery.....	442 46		
	<u> </u>	33,082 98	

Registration Branch—

Salaries.....	3,410 00		
Rent.....	410 00		
General expenses.....	244 05		
Printing and stationery.....	29 28		
	<u> </u>	4,093 33	37,176 31

(r) THE PAS—

Revenue—

Inspection fees.....	510 00		
Samples sold.....	18 65		
	<u> </u>		528 65

Expenditure—

Inspection Branch—

Wages.....	781 10		
Rents.....	80 00		
General expenses.....	7 15		
Travel.....	518 03		
	<u> </u>	1,386 28	1,386 28

(s) REGINA—

Revenue—

Inspection fees.....	1,179 26		
	<u> </u>		1,179 26

Expenditure—

Inspection Branch—

Salaries.....	491 55		
Travel.....	649 88		
General expenses.....	32 83		
	<u> </u>		1,174 26

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES

REVENUE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	111,494 80	14,445 00	1,482 00	13,154 84	31,410 00					171,986 64
Churchill.....	3,526 00	4,281 00								7,807 00
Keewatin.....	2,724 40	4,815 50								7,539 90
Kenora.....		2,364 50								2,364 50
Portage la Prairie.....		2,388 25								2,388 25
Saskatoon.....	7,382 83	4,852 65								12,235 48
Moose Jaw.....	3,723 15	3,679 90								7,403 05
Medicine Hat.....	5,199 68	4,743 25								9,942 93
Lethbridge.....	218 99	132 60								351 59
Superior.....										
Calgary.....	12,390 41	6,161 85	417 00							18,969 26
Prince Rupert.....	690 12	914 60								1,604 72
Edmonton.....	20,777 08	3,534 95	771 00							25,083 03
Vancouver.....	37,406 27	56,745 70		2,630 80						96,782 77
Fort William.....	179,234 73	275,414 70								454,649 43
The Pas.....	528 65									528 65
Toronto.....	2,097 31									2,097 31
Montreal.....	7,287 18	47 00		5,176 21						12,510 39
Regina.....	1,179 26									1,179 26
	395,860 86	384,521 45	2,670 00	20,961 85	31,410 00					835,424 16

STATEMENT SHOWING REVENUE AND EXPENDITURE BY POINTS AND BRANCHES—Concluded

EXPENDITURE

Points	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Winnipeg.....	239,779 65	37,508 23	6,109 41	15,809 68	82,522 44		5,338 00	52,782 58	5,042 32	444,892 31
Churchill.....	1,952 07	3,009 61								4,961 68
Keewatin.....	2,724 40	4,815 50								7,539 90
Kenora.....		2,644 95								2,644 95
Portage la Prairie.....		2,388 25			9,268 19					2,388 25
Saskatoon.....	11,381 92	8,218 14								28,868 25
Moose Jaw.....	10,874 01	6,709 25								17,583 26
Regina.....	1,174 26									1,174 26
Medicine Hat.....	5,198 68	4,743 25								9,941 93
Lethbridge.....	3,865 01	3,775 15								7,640 16
Superior.....	1,727 54									1,727 54
Calgary.....	39,891 13	18,341 77	4,660 30		10,226 38					73,119 58
Prince Rupert.....	962 38	2,453 31								3,415 69
Edmonton.....	43,724 88	8,269 94	5,722 30							57,717 12
Vancouver.....	93,546 65	78,715 26		6,694 86						178,956 77
Fort William.....	322,302 09	249,347 80			9,749 17	44,070 89				625,469 95
Toronto.....	5,733 03									5,733 03
Montreal.....	33,082 98			4,093 33						37,176 31
The Pas.....	1,386 28									1,386 28
	819,306 96	430,940 41	16,492 01	26,597 87	111,766 18	44,070 89	5,338 00	52,782 58	5,042 32	1,512,337 22

Total Expenditure.....	\$ 1,512,337 22
Total Revenue.....	835,424 16
Net deficit.....	\$ 676,913 06

SUMMARY OF OPERATIONS BY BRANCHES

REVENUE

	Inspection	Weighing	Appeal Boards	Regis- tration	Commis- sion	Statistical	Accounting	Research Laboratory	Grain Standards	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fees.....	368,886 87	384,221 20	2,670 00	20,961 85	31,410 00					808,149 92
Sampling.....	5,492 79									5,492 79
Express charges.....	1,343 75									1,343 75
Cargo splits.....	1,096 50									1,096 50
Samples sold.....	19,040 95									19,040 95
Condition reports.....		300 25								300 25
	395,860 86	384,521 45	2,670 00	20,961 85	31,410 00					835,424 16

EXPENDITURE

Salaries.....	738,275 16	413,203 62	12,860 47	22,471 11	89,377 43	38,174 50	4,629 50	30,555 62		1,349,547 41
Rents.....	46,082 59	6,442 53	1,350 00	3,074 00	7,041 75	2,543 65		8,898 00		75,432 52
Expenses.....	27,211 29	7,693 48	2,276 79	857 48	12,898 64	2,167 04	185 72	11,218 58	5,042 32	69,551 34
Printing and Stationery.....	7,737 92	3,600 78	4 75	195 28	2,448 36	1,185 70	522 78	2,110 38		17,805 95
	819,306 96	430,940 41	16,492 01	26,597 87	111,766 18	44,070 89	5,338 00	52,782 58	5,042 32	1,512,337 22

Net Deficit.....\$ 676,913 06

APPENDIX No. 10

REGULATIONS OF THE BOARD

The only change in the Regulations of the Board during the year 1937 was a minor amendment to Regulation No. 39, "Maximum Tariff of Charges Government Interior Terminal Elevators".

The Regulations of the Board in effect at 31st December, 1937, are as follows:

- No. 1. Registration and Cancellation of Terminal Warehouse Receipts.
- " 4. Inspection of Samples taken other than at an Inspection Point.
- " 8. Inspection and Grading of Grain after Treatment.
- " 11. Procedure for Appeals from Inspection Officers to Grain Appeal Tribunals as amended.
- " 14. Construction of Elevators.
- " 21. Cleaning Grain and Bins.
- " 22. Fees as amended.
- " 23. Form of Terminal Warehouse Receipt.
- " 35. Registration and Cancellation of Transfer and Eastern Warehouse Receipts.
- " 36. Delivery of Grain to Ocean vessels at Montreal.
- " 37. Maximum Charges and Shrinkage Allowances—Country Elevators.
- " 38. Maximum Tariff of Charges, Terminal Elevators at Fort William-Port Arthur as amended.
- " 39. Maximum Tariff of Charges, Government Interior Terminal Elevators at Saskatoon, Moose Jaw, Calgary, Edmonton, Lethbridge as amended.
- " 40. Maximum Tariff of Charges, Terminal Elevators West of Calgary, Alberta, as amended.
- " 41. Maximum Tariff of Charges, Churchill Terminal Elevator as amended.
- " 42. Maximum Tariff of Charges for handling grain at Eastern Elevators.
- " 43. Procedure—Country Elevators.
- " 44. Drying of Grain.
- " 45. Records, Reports and Returns.
- " 46. Receipt for grain delivered to Private Country Elevators and Mill Elevators.
- " 47. Inspection of grain at The Pas, Manitoba.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA

Minister
HON. W. D. EULER, M.P.

Deputy Minister
JAS. G. PARMELEE

ANNUAL REPORT

OF THE

Board of Grain Commissioners
for Canada

FOR THE YEAR

1937



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
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